

1. Ack. No. 26A
2. 575A (Naval)

MESSAGE FORM

Office Serial No.

Call IN
and :—
Preface OUT

No. of Groups

GR

Office Date Stamp

(Above this line is for Signals use only.)

TO* C.G. USMEAF.

FROM* 1st PRCV GP. 1 PG. 244 25/5 M10:1 SECRET

(Write horizontally)

11	B 24	for	TOBRUK	Shipping	8
and	Dowl	Area	Islands	observed	10
target	some	bursts	observed	no	15
results	claimed	A/A	light	apparent	20
15	S/L	no	E/A	one	25
B 24	bombard	at	1000	one	30
B 24	bombard	east	of	MIERIA	35
MIETRUH	bursts	observed	no	results	40
claimed	one	B 24	duplication	two	45
bombs	one	2	clashes	8	50
to	IC	hinder	S.VV	of	55
TOBRUK	bursts	seen	no	results	60

This message must be sent AS WRITTEN and may be sent by W/T. Signature

This message must be sent IN CYPHER and may be sent by W/T. Signature

Originator's Instructions* Degree of Priority*

TIME OF ORIGIN.

* Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove these qualifications from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L

THIS PAGE IS UNCLASSIFIED

MISSION NO. 245

25 August

To: Commanding General, Headquarters, U.S.M.A.F.

1. Enclosed are Radio Reports of Mission No. 40 of First Provisional Bomb Group - Attack on Tobruk, 24 August 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was relayed to you at 0600 hours L.T., 25 August, 1942.

C O P Y

To: Commanding General, U.S.M.A.F.

From: 1st Prov. Group, 24/20/42 25/5 1942-5-3000

11 B-24 for Tobruk shipping and Dock Area. Clouds obscured target. Some bursts observed, no results obtained. A/N light. Approx. 15 B-24 No. 2/A. One B-24 bombed at 7000. One B-24 bombed east of Tobruk. Bursts observed. No results obtained. One B-24 dropped two bombs on ships 8 to 10 miles S.W. of Tobruk. Bursts upon. No results obtained. Total bomb loading 55,100 G.P. L.D. 15. Operational hours 36 hours 35 minutes.

Paul E. Zuckerman

Major A.C.

Senior Intelligence Officer

Distr: General Prereton.
205 Grp RAF.
Lydda S-2 ~~place~~.

THE REPORT
(Part A.)

Sheet No.	Oprep. Ref. No.	Date, July 15/16	Squadron, LYDDA.
Type of Aircraft. B24D		1st Lieut T. D. Brown P.	
Aircraft No. 17 Ac 11592		Captain " " W. T. Dwyer Co-P	
Aircraft Letter. T		Crew. " 2 Norman Davis, Nav-Bomb	
		DeLong-VanGilder-Ransdell-Izel.	
Time Up. from FAXAD: 1105 GMT			
Time Down. At LYDDA: 2045 GMT			
Total Time. 9 hrs 40"			
Type of Cloud.		Map or Chart	
Amount of Cloud. None. Dust Haze at 5000 ft		Reference.	
Base of Cloud.		Sengazi B/2	
Visibility. about five miles.			
General Weather. Fair. Fair Vis. over target			

Task or Duty. Shipping in Bg Harbor. 9 500lb Br. GP. .12 TD

Time	Height.	Place.	Narrative.
1545GMT	25000	BG.	<p>Target assigned was Fl, F5., (end of Central Mole) Large merchant vessel anchored there -alongside mole.</p> <p>Considerable barrage of AA between 18000 and 22000; some AA going 500/600 ft above level of this ap. Majority of AA was concentrated on Liberator companion-flight of six British Liberators in two elements which accompanied this flight and were working these targets at altitude of about 17000 feet.</p> <p>This ap occupied No. 3 position in ^{first} second Am. element of three ap each.</p> <p>Following formation leader made good run-up SW-NE course. Formation leader rather hurried the run, range was OK, but this cause a deflection error. Bombs were released in close stick, 20 ft interval. Center of impact of this ap's bombs were observed at FG/ 7 and 8. Fire was started at base end of Central Mole.</p> <p>Observed numerous bombs falling in same general area from other ap. Total of three fairly large fires were observed to have been started. No EA observed. British Liberator was observed hit and going down out of control. Several persons, at least four, observed to leave the ap. but no definite certainty of opened parachutes were observed.</p> <p>Enemy destroyer was observed anchored at FG 3. Harbor appeared to be "well loaded with shipping". Two merchant vessels were alongside Central Mole at approx FG 6. Bombs from this ap were close misses against these vessels.</p> <p>F.N.S. <i>[Signature]</i> Colonel A.C. S-2. Interrogator.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R A.F. M.E. Instruction 34.
2912/PNEJ-290,440-2.42

P.T.O.

0948

Distribution:

General
205 GPH
Lydda
(then S-2
Lydda)

(Part A)

THE REPORT

Form 441 A

Sheet No.	Oprep. Ref. No.	Date. July 15-16	Squadron LYDA
Type of Aircraft.	B2LD	Captain R. I. Paulin	Crew.
Aircraft No.	Halpro No. 10	1st Lt. C. O. Peck	Capt F. H. Smith, Nav-Bomb.
Aircraft Letter.	I	Wysong-Luton-Sparks-Belhaven	
Time-Up. From FAVAD	1108 GMT		
Time Down. at LYDA	2108 GMT		
Total Time.	10 hrs		

Type of Cloud.	Amount of Cloud.	Base of Cloud.	Visibility.	General Weather.
		Dust haze up to 5000ft.	About five miles.	Fair visibility over target.
Map or Chart	Reference.	Bengazi BG/2		

Task or Duty. Shipping in BG harbor. -load 9 500lb Br GP. .12" WP

Time	Height.	Place.	Narrative
1100GMT 8000	enite.		Observed ap alone on desert. Type unidentified, believed to be Liberator ---Position 30:00 N. 23:40 E. No information apparent. No personnel observed.
1515GMT 2500	BG.		This area ap occupied No. 2. position in second echelon of three ap each. Target assigned was "Harry", (large merchant vessel tied up at end of Central mole. Bombing run appeared to be too short. This ap dropped bombs in xxxx time with the lead ap. Did not observe our own bursts positively account sharp turn of formation evading sheet of AA. Large volume of whitish smoke was observed from three different places near landward end of Central mole in warehouse and dock area. Also considerable volume of grey smoke coming up from harbor at PG 4-5 and from along the Central mole. British Liberator was observed to be going down out of control at position about six miles north of BG harbor. Saw another Br. Liberator bombs fell in sea at about the same position, in salvo. Heavy AA was encountered accurate for altitude over target. No AA observed. The ap was fired on with tracer while at 4500 feet, about 10 miles off Gaza, on course.

F. H. Shumaker,
Colonel, A. C.,
S-2. (interrogator)

2912 / FMEL - 200,000 - 3:12

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. H A.F. M.E. Instruction 34. P.T.O.

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PORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 15/16	Squadron: HALVERSON LYDD
Type of Aircraft. B 24 D	Aircraft No. 18	Aircraft Letter. O.	Captain Major Payne
Time Up. 1107 GMT	Time Down. 20.30 GMT	Total Time. 9 hrs 23"	Crew. Patterson, Kirkaldy, Portal Leeman, Moran, Konhew.
Type of Cloud. Low haze	Amount of Cloud.	Base of Cloud. 1500 ft.	Map or Chart Reference.
Visibility. 2½ miles	General Weather. Good		Fayid
			Aerodrome or L.G. Lydda

Task or Duty. Shipping at Benghazi 9 + 500 G.P.

Time.	Height.	Place.	Narrative.
15.45	25000	B.G.	<p>Approached target from West. Bombs dropped in train (50 foot interval) on assigned target - position D.E. 7. No results were noted by the crew of this ap.</p> <p>A/A heavy although most of it was short on this ap. altitude. One Liberator flying in the British-formation was seen spinning toward sea at position approximately A 10. Five or six of crew observed to bail out- at least three parachutes seen to open.</p> <p>Large ship (whether naval or merchant not ascertained at anchor position, F.G.-5.</p> <p>One EA seen North of town heading seaward. No action followed and it was believed that this E/A was attempting interception of the British formation.</p> <p>Return journey uneventful.</p>

F.N. Shumaker
F.N. SHUMAKER (rep)
Colonel, Air Corps,
2-2. (Interrogator)

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.
2912/PMEJ - 200,000 - 342 P.T.O.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 15/16	Squadron. HALVERSON LYDDA
Type of Aircraft. B 24 D		Captain Lt. Oglesby	
Aircraft No. 23		Crew. Lt. Kidd, Lt. Duckworth	
Aircraft Letter. X		Ballentine, Walker, Pickett Kaminska.	
Time Up. 11.14 GMT (Rayid)		Rayid	
Time Down. 24.14 GMT (Lydda)			
Total Time. 10 hrs 30'		Aerodrome or L.G. Lydda	
Type of Cloud. Hazy		Map or Chart	
Amount of Cloud. Less than 1/10		Reference.	
Base of Cloud.			
Visibility. Good			
General Weather. Good			

Task or Duty. Bombing Shipping in Benghazi Harbor 9 + 500 G.P.

Time	Height.	Place.	Narrative.
13.52	24000	Target	<p>Generally uneventful - This A/C was the third in second U.S. formation assigned to bomb "George"- Bomb bay doors failed to open sufficiently to allow release of bombs. This A/C therefore followed the formation and jettisoned bombs in sea north of B.G.</p> <p>A/A heavy and accurate- This A/C was hit in 5 places by shell fragments.</p> <p>This crew did not observe British Liberator shot down due to preoccupation with bomb door malfunctioning.</p> <p>No E/A observed while enroute or on return trip.</p> <p>The destroyer reported by an earlier reconnaissance was observed by the crew of this A/C.</p> <p>Sgt. Pickett observed a large column of smoke rising from central mole- caused by a hit from a ship in the first formation.</p> <p><i>F. N. Shumaker</i> F.N. SHUMAKER Colonel, Air Corps. S-2. (Interrogator)</p>

PORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 15/16	Squadron. HALVERSON-LYDDA
Type of Aircraft. B 24D	Aircraft No. 5	Aircraft Letter.	Captain Fountain Crew. Lt. Mengal. Kodnyntis, Loryly, Lessago Sane, Lalonde, Wills. Fayid
Time Up. 11.00 GMT	Time Down. 21.00 GMT	Total Time. 10 hrs	Aerodrome or L.G. Lydda
Type of Cloud. none	Amount of Cloud.	Base of Cloud.	Map or Chart Reference. B 2
Visibility. Good	General Weather. Good		

Task or Duty. Benghazi 9 + 500 American

Time	Height.	Place.	Narrative.
15.45	24500	B.G.	<p>Bombing run made from West. After a good run it was impossible to release bombs on target area. The load was jettisoned at sea at 16:20 while enroute to base.</p> <p>A/A described as both heavy and accurate. This crew did not see the Liberator which was shot down.</p> <p>No E/A positively identified during mission, although an unidentified ap. without lights flying at 1000 ft. altitude vicinity of Tobruk was observed.</p> <p>One twin motored ap. resembling a DC 3 was seen grounded approximate position 30 degrees N. and 29 E. No signs of activity near the ap. and it seemed to be intact.</p>

F.N. Shumaker
F.N. SHUMAKER (sig)
Colonel, Air Corps.
S-2. (Interrogator)

#25

ORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Opreg. Ref. No.	Date. July 15/16	Squadron. LYDDA HALVERSON
Type of Aircraft. B 24		Captain Lt. Clark	
Aircraft No. 22		Crew. Prohal, Helms, Knox, Cook, Barnes, Nappi.	
Aircraft Letter. G.		Fayid	
Time Up. 1100 GMT		Aerodrome or L.G. Lydda	
Time Down. 2055 GMT			
Total Time. 9 hrs 55"			
Type of Cloud. None		Map or Chart	
Amount of Cloud. Hazy		Reference.	
Base of Cloud.		B&2	
Visibility. Poor up to 50 miles of B.G.			
General Weather. Then Good.			

Task or Duty. Benghazi * 9 + 500 G.P.

Time	Height.	Place.	Narrative.
1545	25000	B.G.	Made bombing run from S.W. Bombs released in train (20 foot interval). Assigned target was "Harry" (large merchant vessel) near misses observed. The crew of this ap. reported one large vessel (not quite as large as "Harry") located position G.5.
1547	25000		Saw liberator (left hand position of British formation) in sp'r falling towards sea. Although disabled this A/C was not on fire. Tail controls appeared to be shot away. A/A apparently firing at liberators (18000 foot altitude) volume of fire heavy and accurate. No E/A observed during this mission. The rear turret of this ap. caught fire during the action. —

F.N. Shumaker
F.N. SHUMAKER
Colonel, Air Corps,
3-2. (Interrogator)

①

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R A.F. M.E. Instruction 34.

2942 / P.M.E.J. - 200,000 - 3/42

P.T.O.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date: July 15/18	Squadron. HALVEISON LYDDA
Type of Aircraft. B 17 E Aircraft No. 9039 Aircraft Letter. Q		Captain Lavin. Crew. Lt. Gerzin, Lt. Seeley, Hoizing (Corp) Janette, Holloway, Wacha Gray.	
Time Up. 20.00 GMT Time Down. 03.10 GMT Total Time. 7' 10"		Payid	
Type of Cloud. Scattered clouds Amount of Cloud. 4/10 or 5/10 Base of Cloud. Visibility. Fair General Weather. Good		Map or Chart Reference. <i>Tobruk 1/1</i>	
Task or Duty. Tobruk 4 + 1000 G.P.			

Time	Height.	Place.	Narrative.
2345	18000	Target	<p>Uneventful trip to target.</p> <p>Bombs released on dock installation (M N O P + 17) one fire started as result.</p> <p>A/A light and inaccurate as far as this ap. was concerned.</p> <p>No EA actually observed while enroute to or returning from target.</p> <p>S/L few and operated only for brief duration.</p> <p style="text-align: right;"> <i>F.N. Shumaker</i> F.N. SHUMAKER (Corp) Colonel, Air Corps, S-2. (Interrogator) </p>

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 15/16	Squadron HALVERSON L.YDDA
Type of Aircraft. B 17 E	Aircraft No. 3	Captain Rogers, Lt. Davis, Lt. Giannini.	
Aircraft Letter.		Crew. Vanderveer, Lindley, Brown, Keene, Mundy.	
Time Up. 20.00 GMT		Payid	
Time Down. 02.45 GMT		Aerodrome or L.G. Lydda	
Total Time. 6' 45"			
Type of Cloud. Scattered Clouds	Amount of Cloud. 1 - 3/10	Map or Chart Reference.	
Base of Cloud.	Visibility. Good	<i>Tobruk T/1</i>	
General Weather. Good			

Task or Duty. Dock area at Tobruk 4 + 1000 G.P.

Time	Height.	Place.	Narrative.
2320	23500	Target	<p>Uneventful except for several flashing lights.</p> <p>On reaching target 2 engines were performing poorly. Therefore this crew decided to bomb target immediately without waiting for assigned time. Bombs dropped W. to East area. E L M 1-1b</p> <p>Results observed were one fire started by bombs.</p> <p>Incendiaries which had been dropped earlier aided this A/C in finding and bombing target.</p> <p>This A/C was not met by heavy A/A fire although crew members report that the fire was reaching their altitude although it did not appear too accurate.</p> <p>Medium sized ship (surface vessel) was seen approx. 10 miles W. and N. of Tobruk.</p> <p>No EA observed while enroute or on return trip.</p> <p><i>F.N. Shumaker</i> F.N. SHUMAKER Colonel, Air Corps, S-2. (Interrogator)</p>

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 15/16	Squadron HALVERSON LYDDA
Type of Aircraft. D 17 E Aircraft No. 04 Aircraft Letter. R.		Captain Capt. Lt. Nelson Crew. Coomer, Pules Backer Milstead, Coats, Bentley McCorner, McKain. Fayd	
Time Up. 2000 GMT Time Down. 0200 - 0 GMT Total Time. 6 hr		Aerodrome or L.G. Lydda	
Type of Cloud. No Cloud. Amount of Cloud. Low clouds on way back Base of Cloud. Visibility. General Weather. Good		Map or Chart Reference. Tobruk 1/1	

Task or Duty. Tobruk 4 + 1000 L's. G.P.

Time	Height.	Place.	Narrative.
2320	22500	Tobruk	<p>Made run S.W. to N.E. Only one bomb was dropped by the release mechanism. It fell in the approximate vicinity of N 15 (see map.) Remaining three bombs released manually two or three seconds later. Crew did not observe the results from this group of bombs, although the flash from the first bomb released was definitely seen.</p> <p>Very little A/A seen over target area and it was ineffective. Searchlights were few and not troublesome.</p> <p>Three EA seen 40 miles East of Tobruk approximately 10 miles out to sea. One of these EA appeared anxious to make interception and following our A/P but no action resulted.</p> <p>Fire observed in target area (small) but scattered mainly in area of bay, position of O-9.</p> <p style="text-align: right;"> <i>F.N. Shumaker</i> F.N. SHUMAKER. Colonel, Air Corps, S-2. (Interrogator) </p>

SORTIE REPORT
(Part A.)

Sheet No.	Oprep. Ref. No.	Date. July 15/16	Squadron. HALVERSON LYDDA
Type of Aircraft. B. 17E	Captain Lt. DeLong Crew. McComb, Jones, Vanarx, Menton, Pittard, Hishan, Botling, Murigan.		
Aircraft No. 4			
Aircraft Letter. D.	Fayid		
Time Up. 20.15 GMT	Aerodrome or I.G. Lydda		
Time Down. 02.50 GMT			
Total Time. 6 hrs 35			
Type of Cloud.	Map or Chart Reference. <i>Langley 2/1/16</i> <i>Tobruk photographic</i> <i>T 1/1</i>		
Amount of Cloud. Low scattered			
Base of Cloud.			
Visibility.			
General Weather. Good			

Task or Duty. Tobruk

= + 1000 G.P.

Time	Height.	Place.	Narrative.
2310	20000	Tobruk	<p>Trip to target uneventful with nothing unusual observed.</p> <p>On arrival target, this A/C circled objective then made run (N.W. to S.E.) Dropped 4 bombs in train (500 feet apart) 8 L to 10 M (see target map T/1) Bursts observed and fires started.</p> <p>Southern bay area appeared ablaze with white lights Small horse shoe shaped fires were seen to blaze up then subside.</p> <p>Only 5 or 6 searchlights turned on our A/C.</p> <p>A/A not intensive or accurate at the altitude this A/C was flying.</p> <p>No E/A seen by the crew either while enroute or on return trip.</p> <p>Only two flares were observed from the accompanying - British planes. Crew report that the flares were of little aid in locating or illuminating the target.</p> <p style="text-align: right;"><i>F.N. Shumaker</i> F.N. SHUMAKER, <i>ops</i> Colonel, Air Corps, S-2. <i>(Interrogator)</i></p>

②

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2042 / PMEJ - 250,000 - 3/42

P.T

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No. 3	Oprep. Ref. No.	Date. July 17	Squadron.
Type of Aircraft. B 17 E Aircraft No. 1 Aircraft Letter. D		Captain Long Crew. 2nd Lt. Emers 1st Lt. Postello Stowe, Dargin, Guiggo, Madron Shelley, Hall -	
Time Up. 13:30 GMT (Farid) Time Down. 20:30 " (Lydda) Total Time. 7 hrs 0 min.		Aerodrome or L.G. Lydda	
Type of Cloud. Scattered Amount of Cloud. 5/10 Base of Cloud. 2500 Visibility. Good General Weather. Good		Map or Chart Reference. B/5	

Task or Duty. Bardia 4 x 1000 Inst.

Time	Height.	Place.	Narrative.
16:55	25,000	Bardia	<p>Bombs dropped in area of Bardia (1 stick in train 40 foot interval). Bursts seen in area BC - 22 - 23.</p> <p>No A/A observed</p> <p>No S/A while enroute or returning</p> <p>1 or 5 ships anchored middle of harbor. (might have been wrecks). They appeared to be n/v and were of medium tonnage.</p>

F.N. Shumaker (wp)
 F.N. Shumaker,
 Colonel, A.C.
 Intelligence Officer.

EXPEDITION REPORT (Part A.)

Sheet No. 2	Oprep. Ref. No.	Date. July 17	Squadron.
Type of Aircraft. B 17E	Aircraft No. 6	Aircraft Letter. B	Captain Lt. Price Crew. Lt. Jose Lt. Welmissier Lt. Savoda Karol, Rucker, Blanchard, Arefton
Time Up. 13:30 GMT (Fayid)	Time Down. 21:00 (Lydda)	Total Time. 8:30	Aerodrome or L.G. Lydda
Type of Cloud. Scattered	Amount of Cloud. 5/10	Base of Cloud. 8000	Map or Chart Reference.
Visibility. Good	General Weather. Good		
Task or Duty. Tobruk Shipping		4 x 1000 cb. (Inst)	

Time	Height.	Place.	Narrative.
17:20	21,000	Enroute Bardia	<p>Failed to reach Tobruk lost formation due to engine trouble.</p> <p>Run was made on shipping (3 m/v approx. 6000 ton). Salvaged bombs in bay due to approaching E/A and fact that this a/c was having engine trouble and was alone. (#2 Engine)</p> <p>No A/A</p> <p>No action with E/A followed the first sighting of same.</p> <p>Nothing unusual observed enroute while returning.</p>

F. N. Shumaker (100)
 F.N. Shumaker,
 Colonel, A.C.
 Intelligence Officer.

REPORT **(Part A.)**

R.A.F. Form 441 A.

Sheet No. 1	Oprep. Ref. No.	Date. 17th July	Squadron. HAL.
Type of Aircraft. B 17	Aircraft No. 2	Aircraft Letter. A	Captain Capt. Toomey. Crew. Lt. Broadwell, Lt. O'Meara Sgt. Montgomery, Sgt. Jenkins Sgt. Hundley. Corp. Black L. Cpl. Willard
Time Up. 13.30 GMT.	Time Down. 20.25	Total Time. 6.55	Fayad Aerodrome or L.G. Lydda
Type of Cloud. Scattered	Amount of Cloud. 3/10	Base of Cloud. 4000	Map or Chart Reference.
Visibility. Good	General Weather. Good	Cloud covered, target.	Map B/5
Task or Duty. Tobruk	Altitude. 441000	G.P. INST.	

Time	Height.	Place.	Narrative.
1705	22,500	-	Cloud covered Tobruk area. Turned and came back East. Base of cloud 3 - 4000 ft.
1715	22,500	Bardia	1 Bomb dropped in harbour. Mosned. 5 Ships seen at Bardia clustered together (2 med size & 3 smaller m/v anchored G.25)
1725	22,500	Bardia	Dropped remaining 3 bombs. Two bombs in water other on land. Burst seen G 22. No E/A seen. Light A/A well below. 23-25 E.D.

F.N. Shumaker
 F.N. Shumaker, (881)
 Colonel, A.C.
 Intelligence Officer.

EXPEDITION REPORT (Part A.)

Sheet No.	Op. Ref. No.	Date. <u>July 17</u>	Squadron.
Type of Aircraft. <u>B24D</u>	Aircraft No. <u>17</u>	Captain <u>Lt. Ulrich</u>	Walters, Williams, Tunno, Van Ess
Aircraft Letter. <u>T</u>		Crew. <u>Lt. Schmidt</u> <u>Lt. Hopkins</u>	
Time Up. <u>0704 GMT (Fayid)</u>	Time Down. <u>1435 " (Lydda)</u>	Acrodrome or L.G.	
Total Time. <u>7hrs. 31 mins.</u>			
Type of Cloud. <u>Scattered cumulus</u>		Map or Chart	
Amount of Cloud. <u>3/10</u>		Reference.	
Base of Cloud. <u>2000</u>		Tobruk	
Visibility. <u>Good</u>		T/1	
General Weather. <u>Good</u>			

Task or Duty. Tobruk Harbor and Shipping

Time	Height.	Place.	Narrative.
0302	20,000	Enroute	Communication flight from Lydda to advanced landing field at Fayid.
1118	27,000	Bomba	<p>Leading ship opened bomb doors while making run over Bomba. This a/c followed suit and seeing four small M/Vs sheltering in the harbor, dropped its bomb load. Individual runs were made by each a/c. Bombs were dropped simultaneously. This a/c released its bomb load in one stick (50 ft. interval) One M/V was hit squarely. Some smoke and fire was observed.</p> <p>Orange flame and heavy black smoke was observed rising from Tobruk harbor. The smoke was rising to 4/5000 feet. A series of explosions was going on in the fire area.</p>

F.N. Shumaker
F.N. Shumaker,
Colonel, A.C.
Intelligence Officer.

SORTIE REPORT **(Part A.)**

R.A.F. Form 441 A.

Net No.	Opreg. Ref. No.	Date July 17	Squadron.
Type of Aircraft. B-24 D Aircraft No. Halpro 22 A/c No 11603 Aircraft Letter. C		Major R.C. Sanders P Captain Lt. L.A. Prchal Co P Crew. Capt. F.B. Rang Nav-Bomb Domino-Vasquez-Dolon-Moglynn	
Time Up. from Fayad 0702 GMT Time Down. at Lydda 1430 GMT Total Time.		Aerodrome or L.G.	
Type of Cloud. Amount of Cloud. Base of Cloud. Visibility. 8/10 Vis (Scattered clouds) General Weather. Good -clear over target			Map or Chart Reference. Totruk 7/1

Task or Duty. Shipping, docks at TB, or oil instls at TB

Time	Height.	Place.	Loading 9/500lb	Narrative. Br. G.P Inst fuse
0302 to 0422 GMT				Communication pt to Adv LF FAYAD
1120 GMT	27,500 True	TB		<p>Took long clear run up on large M/V (10,000 tons) and tanker vessel. (5/6000 tons) at 13/1+ Nund O</p> <p>Released in one stick 70 ft interval.</p> <p>Saw bombs burst on M/V also clouds of black smoke from same area; believes both M/V and tanker to have been hit.</p> <p>Black smoke continued to get heavier as long as could be seen.</p> <p>Dispersed through old L.G. were about 20 E/A on ground, two positively identified as 2 eng. type were taking off.</p> <p>A/A fire quite heavy after passed over target. Bombing approach was made out of sun, taking advt of some cloud cover, run up was made W to E.</p> <p>4 Liberators and 4 B 24s- Libs to attack at 12000 ft at 1420 GMT</p>

F.N. Shumaker
 F.N. Shumaker, (u.s.)
 Colonel, A.C.
 Intelligence Officer.

REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 17	Squadron.
Type of Aircraft. B24D	Aircraft No. 15	Captain Lt. Crouchley	
Aircraft Letter. L		Crew. " Joyner " Miller	
Time Up. 0715 GMT		Sala, Venegas, Alexander, Weingart	
Time Down. 1130 "			
Total Time. 7 15		Aerodrome or L.G. Falid Lydda	
Type of Cloud. Low scattered over coast		Map or Chart	
Amount of Cloud. 3/10		Reference.	
Base of Cloud. 3000			
Visibility. Good			
General Weather. Good			

Task or Duty. Shipping Tobruk 9x500 G.P. .12

Time	Height.	Place.	Narrative.
1120	25,000		Two ships observed twenty miles west of Tobruk(one medium and one small)travelling east. No action.
1125	25,000		One E/A took off west of Tobruk. No action. Made run from west to east, two aps. bombing in formation. Bombs released in one stick, 40 ft. interval. Near missos on medium M/V near G. map, Ref. 20; G/T 1(B) Observed bombs of other a/c (Maj. Sanders) hit docks north of I. One large fire was seen in harbor area north of L. Black smoke and orange flame accompanied by intermittent explosions indicated that the fire was probably an oil dump set afire by British Liberators which preceded the B24Ds.

F.N. Shumaker
F.N. Shumaker, (w.p.)
Colonel, A.C.
Intelligence Officer.

SORTIE REPORT (Part A.)

Sheet No.	Opreg. Ref. No.	Date. July 17	Squadron.
Type of Aircraft. B24D	Aircraft No. 10	Captain. Adams	
Aircraft Letter. I		Lt. Parker	
		Crew Lt. Shumaker	
		Orris, LaRue, Patrick, Peterson,	
Time Up. 0705 G.M.T. - Fayid			
Time Down. 7hrs 35 mins. Lydda			
Total Time.			
		Aerodrome or L.G.	
Type of Cloud. Scattered alto alto cumulus	Map or Chart		
Amount of Cloud. 3/10	Reference....		
Base of Cloud. 2000	Tobruk, -		
Visibility. Good	T/1.		
General Weather. Good			

Task or Duty. Tobruk Harbor and Shipping 9x500 G. P. (British)

Time	Height.	Place.	Narrative.
1115	25,000	Bomba	<p>While enroute to the assigned objective, four H/V (two medium and two small) were seen sheltering in a bay west of Tobruk 32-25N 32-05E.</p> <p>Bombs were released in train (40 ft. interval) and a direct hit registered on one of the ships by two bombs. Two of the four ships made off in the direction of Tobruk.</p> <p>No E/A observed.</p> <p>Another a/c (No. 17) also bombed this target.</p> <p>Both Nos. 10 and 17 rejoined the formation after the bombing of the Tobruk area.</p> <p>A large fire (black smoke and orange flame) noted vicinity OR 15, probably started by British Liberators.</p> <p>Return trip uneventful.</p>

F.N. Shumaker
F.N. Shumaker, (100)
Colonel, A.C.
Intelligence Officer.

THIS REPORT IS

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 19/20	Squadron. HAL
Type of Aircraft. B.17		Captain Lt. Nelson	
Aircraft No.		Crew. Fullman. McGuire	
Aircraft Letter.		Bapeski Milstead	
		Fulov Coutes	
		McKane Deuloy	
Time Up. 19.00 G.M.T.			
Time Down. 0.2.30			
Total Time. 7.30		Aerodrome or L.G. Fayid	Iydda
Type of Cloud. None	Low cloud at Target	Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.			
Visibility. Hazy			
General Weather. Good			

Task or Duty. Tobruk 4 X 1000 G.P.

Time	Height.	Place.	Narrative.
G.M.T. 21.30	14,000		110 Miles bearing 152°. Red, Yellow and Green Flares sent up from Ground - one each.
22.15.	23,000	Tobruk	10 Flares dropped over Target by other aircraft. Run made from East to West. Bombs dropped in train, 70 feet apart. Bursts seen 14. P. One fire started 22.25 hrs. in Building. Flares were good and great help. Not more than 4 S/L inaccurate. Two Batteries of A/A firing wildly. Pom Pom guns observed. No E/A A/c seen to bomb L.G. S.W. of Harbour INCENDIARIES.
22.45	1900		30 miles East of Tobruk. 10 or 14. Flares Yellow seen. explosion seen from middle.

F.N. Shumaker
(1498)
F.N. SHUMAKER
COLONEL A.C.
INTELLIGENCE OFFICER

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SHORTIE REPORT **(Part A.)**

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date, July 20	Squadron. HAL
Type of Aircraft.	B.17	Captain Lavin	
Aircraft No.	8	Crew. Lt. Geizin	
Aircraft Letter.		Lt. Seeley	
Time Up.	1900 G.M.T. (Fayid)	Hoising	Wachs
Time Down.	2.35 (Lydda)	Holloway	Grey
Total Time.	8.35.	Janette	
Type of Cloud.			Map or Chart Reference.
Amount of Cloud.			
Base of Cloud. 1000 - 1500			
Visibility. Fair			
General Weather. Good			
Task or Duty. Tobruk Harbour		4 X 1000 G.P. (Inst.)	

Time	Height.	Place.	Narrative.
2245	1600	Tobruk	<p>Uneventful to target</p> <p>Approach made W to E using small fire 14 K as guide pt. Bombs dropped on dock area, vicinity 15 WOP - (train - 50 ft) Flashes of bombs observed and a large fire broke out - reddish flame - accompanied by series of explosions.</p> <p>This aircraft was definitely aided by flares dropped by British aircraft preceding them.</p> <p>A/A negligible at altitude of this aircraft - No. E/A observed.</p> <p>Trip home uneventful - although signs of fighting seen in Bardia area.</p> <p style="text-align: right;"> <i>F. N. Shumaker</i> F.N. SHUMAKER COLONEL A.C. INTELLIGENCE OFFICER. </p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R A.F. M.E. Instruction 34.

2942 / P/MEJ - 270,000 - 2/42

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SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Opref. Ref. No.	Date.	Squadron.
Type of Aircraft. B.171	Aircraft No. 4	Captain Keenan	
Aircraft Letter. (No letter assigned)		Crew. Lt. Schreff	
		Lt. Palmer	
		Lt. Padgett	
Time Up. 19.10 G.E.T. (Fayid)		Abraham Gates	Baltes Aidson
Time Down.		Aerodrome or L.G.	
Total Time.			
Type of Cloud. Low lying scatter cumulus	Amount of Cloud. 7/10	Map or Chart Reference.	
Base of Cloud.	Visibility. Good	Tobruk	
General Weather. Good		T/1 (1)	
Task or Duty. Tobruk	4 X 1000 (G.P.) Inst.		

Time	Height.	Place.	Narrative.
22.30	27,500	Tobruk	<p>Trip to target uneventful</p> <p>Due to loss of oxygen this aircraft was forced to come down to a low altitude and the bomb load was salvoed on (H.15) area (3) crew members unconscious at the time).</p> <p>Flashes seen, but this crew do not claim any fire started.</p> <p>Flares were seen after the bomb load was dropped.</p> <p>A/A light - S/L ineffective.</p> <p>No E/A observed at any time.</p> <p style="text-align: right;"> <i>F.N. Shumaker</i> F.N. SHUMAKER COLONEL A.C. <u>INTELLIGENCE OFFICER.</u> </p>

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A.)

Sheet No.	Oprep. Ref. No.	Date. July 19	Squadron.
Type of Aircraft. B.2h D	Aircraft No. 21	Captain Lt. Whitlock	Lt. Medford Lt. Welfare Lavender Smith Powell Spaulding
Aircraft Letter. R.		Crew.	
Time Up. 11.00 G.M.T.	Time Down. 19.00 G.M.T.	Aerodrome or L.G.	
Total Time. 8.00 G.M.T.			
Type of Cloud. Low scattered stratus	Amount of Cloud. -	Map or Chart Reference.	
Base of Cloud. -			
Visibility. Good			
General Weather. Good			

Task or Duty. Tobruk Harbour and Shipping. 9 X 500 (G.P.)

Time	Height.	Place.	Narrative.
15.12	20,000	En route Tobruk	<p>Uneventful to target.</p> <p>Bombs (6) dropped in train (100 ft. intervals) Three in Salvo. Objective - three ships (18 S) near docks - Three large fires (grey smoke and intermittent explosions).</p> <p>A/A negligible at this aircraft's altitude.</p> <p>One E/A pursuit seen to attack Liberators - No action observed - about 18 on ground Old L/G. Several (3) seen to take off.</p> <p>Fire scarred remains seen in oil storage area.</p> <p>Nothing of unusual interest on return trip.</p>

F. N. Shumaker
(70)
F.N. SHUMAKER
COLONEL A.C.
INTELLIGENCE OFFICER

SORTIE REPORT **(Part A.)**

Sheet No.	Oprep. Ref. No.	Date. July 19	Squadron.
Type of Aircraft.		Captain Blankenhorn	
Aircraft No.		Crew. Lt. Leidecker. Lt. Kaiser	
Aircraft Letter.		Lt. Summers.	
		Staravitch. Krizan. Wilson. Hancock	
Time Up. 11.00 G.M.T. (Fayid)			
11.20 " " "			
Time Down. 11.35 - take off (Fayid)			
Total Time. 11.30		Aerodrome or L.G. Lydda	
Type of Cloud. -		Map or Chart	
Amount of Cloud. -		Reference.	
Base of Cloud. Poor			
Visibility.			
General Weather. Good			

Task or Duty. Tobruk Harbour and Shipping

Time	Height.	Place.	Narrative.
			<p>After first take off gasoline cap loosened and approximately 200 gallons was lost. Returned to Fayid and refuelled.</p> <p>After second take off this aircraft was unable to rejoin the formation - by 30° 30" - therefore, it returned to Lydda, as ordered by Flight Commander.</p>

F.N. Shumaker
 F.N. SHUMAKER
 COLONEL A.C.
 INTELLIGENCE OFFICER.

SORTIE REPORT **(Part A.)**

Sheet No.	Oprep. Ref. No.	Date: July 19	Squadron.
Type of Aircraft.	B.24D.	Captain	Lt. Oglesby
Aircraft No.	16	Crew:	Lt. Kidd
Aircraft Letter.	M.		Lt. Duckworth
		Whitley	Pickett
		Walker	Kaminsta
Time Up.	11.00 G.M.T. (Fayid)	Aerodrome or L.G.	
Time Down.	18.45 G.M.T. (Lydda)		
Total Time.	7.45		
Type of Cloud.	Scattered	Map or Chart Reference.	
Amount of Cloud.	-		
Base of Cloud.	-		
Visibility.	Good		
General Weather.	Good		

Task or Duty. Tobruk - Harbour and Shipping - 9 X 500 G.P. (Brit)

Time	Height.	Place.	Narrative.
14.12	25,000	En Route Tobruk	<p>Trip to Target uneventful.</p> <p>Bombs dropped in train (40 ft. intervals) aiming at large M/V. position (17R). Bombs fell between the ships. Near misses observed. A/A negligible.</p> <p>E/A - only one M.E.109 made faint at this aircraft, then attacked British Liberators. This crew believe that this E/A was shot down by Liberator.</p> <p>11 E/A (three Bombers and 11 pursuits) observation. L/G - position (20L).</p> <p>Nothing of interest seen on return trip.</p> <p>Altogether (including old wreck) there are 16 M/V in harbour - (6 large and 10 medium and small)</p> <p>Dust or haze seen over dock area as our aircraft left target area.</p>

F.N. Shumaker
 F.N. SHUMAKER
 COLONEL A.C.
 INTELLIGENCE OFFICER

SORTIE REPORT **(Part A.)**

Sheet No.	Oprep. Ref. No.	Date, July 19	Squadron.
Type of Aircraft.		Captain Major Wade.	
Aircraft No.		Crew. Lt. Anderson. Lt. Jones.	
Aircraft Letter.		Smith Lowrie	
		Kruger Bornheimer	
		Gauthier	
Time Up.	11.00 G.M.T. Fayid		
Time Down.	18.45 G.M.T.		
Total Time.	7.45 G.M.T.	Aerodrome or L.G.	Iydda
Type of Cloud.	-	Map or Chart	
Amount of Cloud.	-	Reference.	
Base of Cloud.	-		
Visibility.	Good		
General Weather.	Good		

Task or Duty. Tobruk Shipping and Harbour 9 X 500 G.P. (Brit)

Time	Height.	Place.	Narrative.
15.15	25,000	TOBRUK	<p>Trip to Tobruk relatively uneventful, however, several aircraft seen vicinity of Gazala.</p> <p>Bombs dropped in train (40 ft. intervals) aimed at three (one large and two medium) L.V., vicinity Q.R. No results observed by this crew. While leaving smoke was observed over harbour area - A.</p> <p>After bombing this aircraft observed one M.E.109 followed by this aircraft for short distance - No action. Two E/A were seen to take off from old L/G. At least 15 other aircraft seen on ground in same area.</p> <p>A/A negligible.</p> <p>An unidentified blinker about 4-5 miles inland - some 30 miles down coast from Tel-Aviv, signalling W.D.</p>

J.N. Shumaker
 F.N. SHUMAKER (492)
 COLONEL A.C.
 INTELLIGENCE OFFICER.

SORTIE REPORT **(Part A.)**

Sheet No.	Oprep. Ref. No.	Date. July 19/20	Squadron. HAL
Type of Aircraft.	B.2b	Captain	Lt. Clark
Aircraft No.	23	Crew.	Claydon Helms Knox
Aircraft Letter.	X		Taylor Barnes Hapli
Time Up.	11.00 G.M.T.	Aerodrome or L.G. Fyda Igella	
Time Down.	19.00 G.M.T.		
Total Time.	8.00 G.M.T.		
Type of Cloud.	None	Map or Chart Reference.	
Amount of Cloud.	-		
Base of Cloud.	-		
Visibility.	lazy		
General Weather.	Good		

Task or Duty. Tobruk Shipping 9 X 500 Inst.

Time	Height.	Place.	Narrative.
15.10	25,500	Tobruk	<p>Made run from West to East in Formation. Bombs dropped in Train 30 feet apart. Two Bombs seen to burst Dock area. 0.13. Fires started. One near miss. Other Fires seen. R.11.</p> <p>Many ships in Harbour. Two large and 10/15 smaller. 20/30 E/A seen on L.G. S.W. of Harbour. Single and Twin Engined Aircraft.</p> <p>No. A/A.</p>

F.N. Shumaker
 (W.P.)
 F.N. SHUMAKER
 COLONEL A.C.
 INTELLIGENCE OFFICER.

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REPORT (Part A)

H.A.F. Form 441 A

Sheet No.	Oprep. Ref. No.	Date July 19/20	Squadron. HAL
Type of Aircraft. B.2h	Aircraft No. 18	Aircraft Letter. O	Captain Major Payne Crew: Patterson Kossler Bryant Osman Porter Ryan
Time Up. 11.05 G.M.T.	Time Down. 12.15 G.M.T.	Total Time. 8.15 G.M.T.	Aerodrome or L.G. Lydda.
Type of Cloud. None	Amount of Cloud.	Base of Cloud.	Map or Chart Reference.
Visibility. Good on way out - Hazy later.	General Weather. Good.		

Task or Duty. Tobruk shipping 9 X 500 G.P. Inst.

Time.	Height.	Place.	Narrative.
15.14	24500	Tobruk	<p>Made run from S.W. Dropped bombs in Salvo. One Large ship seen. 20. G. Near C. 205 O/T. 1 (B). Durska seen. No results obtained.</p> <p>25/35 E/A on L.G. South West of Harbour. Single E/A seen to take off, evidently no previous warning obtained.</p> <p>No A/A.</p> <p>No E/A action. No fires seen.</p> <p>English Liberators Bombs fell on North side of Bay.</p>

J. N. Stumaker
F.N. STUMAKER
COLONEL A.C.
INTELLIGENCE OFFICER

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. N.E. Instruction 34.

#28 SHORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 19	Squadron.
Type of Aircraft. B24D.	Aircraft No. 22	Captain Paullin	Crew. Lt. Peek Lt. Shumaker
Aircraft Letter. C		Sparks De Haven	Wysong Luton
Time Up. 11.05 G.M.T. (Fayid)		Aerodrome or L.G.	
Time Down. 19.10			
Total Time. 8.05.			
Type of Cloud. Strato cumulus (scattered)	Amount of Cloud. 2/10	Map or Chart Reference.	
Base of Cloud.			
Visibility. Good			
General Weather. Good			

Task or Duty. Tobruk 9/500 G.R. (Brit)

Time	Height.	Place.	Narrative.
15.13	25,000	En Route TOBRUK	<p>Trip out uneventful</p> <p>Assignment - harbour and installations. This aircraft made a run up from S. and dropped bombs in train on a jetty (15 - T) which sustained several direct hits. Between 18 and 20 transport aircraft observed South of Tobruk on old L/G.</p> <p>No enemy pursuits attacked this aircraft, although one ME.109 made a tentative attack on a Liberator. No. A/A. at altitude of this ship.</p> <p>An unidentified blinker near Gaza flashing D.M.</p> <p>Trip home otherwise uneventful.</p> <p style="text-align: right;"> <i>F. N. Shumaker</i> F.N. SHUMAKER COLONEL A.C. INTELLIGENCE OFFICER. </p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2042 / PMFJ - 200,000 - 3/42

P.T.O.

Dist:- H.Q. A.A.F. M.E. Cdr
U.S. Operations, Lydd
H.Q. 205 Wing, R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 21	Squadron. Halverson
Type of Aircraft.	B. 24D.	Captain Mark P. Mooty	
Aircraft No.	Halpro No. 20	Captain Lt. J.L. Yolvington	
Aircraft Letter.		Crew. Lt. O.C. Bryant (Nav. Bomb.)	
		Jackson, Osterhaus Phillippi	
Time Up.	15 L.T at Lydda		
Time Down.	Left Lydda 1600 LT after		
Total Time.	rendezvous at 3,500 ft. with 252 Wing.	Aerodrome or L.G. Lydda	
	2350. 8hrs. 50 mins.		
Type of Cloud.		Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.			
Visibility.	Good some haze	3/8	
General Weather.	Good		

Task or Duty. Harbours and Shipping at 3/8 Loading - 9 X 500 lb G.P. .12 F.D.

Time	Height.	Place.	Narrative.
2017	22300	3/8	<p>This aircraft was the last to bomb the target and was flying in "C" flight.</p> <p>A good bombing run was made from E. to W. Bombs were released in one stick (40 ft. interval) Close misses were observed near three ships, vicinity M.13 area.</p> <p>The crew of this aircraft noted bomb bursts from accompanying ships in area J. 14 and approximately M.13</p> <p>A.A. accurate for altitude of medium severity. It appears to be individually aimed and this aircraft was closely bracketed for altitude. A.A. was slow in getting started, apparently the attack was aided by the surprise element.</p> <p>One large column of yellowish smoke observed rising from bombed areas No. 13/14.</p> <p>A Destroyer, under way, was seen moving west, position approximately N.21. Shipping in harbour was light, only 3 medium m/vs seen.</p> <p>No. E/A seen at any time.</p>

F.N. Shumaker
F.N. SHUMAKER
COLONEL A.C.
SENIOR INTELLIGENCE OFFICER.

Dist:- H.Q. U.S.A.A.F. M.E. Caird
 U.S. Operations, Ly
 H.Q. 205 Wing, R.A.F.

SORTIE REPORT
 (Part A.)

Sheet No.	Oprep. Ref. No.	Date. July 21	Squadron. Halverson
Type of Aircraft. B. 24 D.	Aircraft No. Halpro No. 10	Captain Captain Blankenhorn Lt. F.W. Schmidt Lt. A.V. Hopkins (Nav. Bomb.)	Crew. Williams Vanness Walters Tunno
Aircraft Letter.			
Time Up. 1505 at Lydda	Left Lydda 1600 LT. after rendezvous at 3500 ft. with 252 Wing.	Aerodrome or L.G.	
Time Down.	Down at Lydda 0000 LT.		
Total Time. 8hrs.			
Type of Cloud.	Amount of Cloud. Low scattered, on return trip	Map or Chart Reference.	
Base of Cloud.	Visibility. Good	S/B	
General Weather. Good			

Task or Duty. Harbour and Shipping; at 5/8 Loading ~ 9 X 500 lb G.P. 12 T.D.

Time	Height.	Place.	Narrative.
This a/c was in third element of 9 "Flt. C."			
2020	22,300	D/8	<p>An E.to W. bombing was made and bombs were dropped in a single stick (100 ft. interval) bombs were dropped on waterfront area, position H.13/14. Large clouds of brownish grey smoke observed at point of impact.</p> <p>Heavy A/A accurate for altitude from ships in harbour and numerous shore batteries, particularly from position 29.</p> <p>Shipping in harbour was light, only three m/Vs (medium size) seen. One of these was moving away from main pier at the time of attack.</p>

F.N. Shumaker
 F.N. SHUMAKER (49)
 COLONEL A.C.
 SENIOR INTELLIGENCE OFFICER.

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Dist:- H.Q. U.S.A.A.F. M.E. *air* SORTIE REPORT
U.S. Operations, Lydda
H.Q. 205 Wing, R.A.F. (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 21	Squadron. Halverson
Type of Aircraft.	B. 24D.	Captain	Captain John W. Wilkinson
Aircraft No.	Halpro No. 21	Crew.	Lt. John R. Wilcox Lt. W. O. Malley (Nav. Bomb.) Taylor Salmon Troyanowski Fisher
Aircraft Letter.			
Time Up.	1505 LT. at Lydda		
Time Down.	Left Lydda 1600 L.T. after		
Total Time.	rendezvous at 3500 ft. with 252 wing, 9 hrs. 10 mins.	Aerodrome or L.G.	LYDDA
Type of Cloud.			
Amount of Cloud.	Very little		Map or Chart
Base of Cloud.			Reference.
Visibility.	Good		
General Weather.	Good		

Task or Duty. Harbour and Shipping at S/8 Loading - 9 X 500 lb. G.P. .12 I.D.

Time	Height.	Place.	Narrative.
20.15	32,000	Suda Bay	<p>Made bombing run up from West to East, Drop ed bombs in Salvo. 16 N. No damage claimed. bursts seen on 2 Large Ships. H. 15.</p> <p>A/A from Destroyers in Harbour. No. E/A</p> <p>A/A Four to eight guns from N.W. of Bay North Bank fairly accurate.</p> <p>13. E. Two fires seen yellow flames.</p>

F. N. Shumaker
F.N. SHUMAKER (WJ)
COLONEL A.C.
SENIOR INTELLIGENCE OFFICER

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.
2912 / PNEJ - 2-0,000 - 2/42

P.T.O.

Dist:- H.Q. U.S. A.A.F. M.E. Baird
 U.S. Operations, Lyd
 H.Q. 205 Wing, R.A.F.
Sortie Report
 (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 21	Squadron. Halverson
Type of Aircraft.	B. 24. D.	Captain	Lt. R.H. Walsh
Aircraft No.	Halpro No. 15	Crew.	Lt. Nechtahsequah Lt. A.L. Schwarzebech (Nav. Bom)
Aircraft Letter.	A.L.		Witham Moran Kramer Payno
Time Up.	1505 Lt. At Lydda		
Time Down.	Left Lydda 1600 L.T. after rendezvous at 3500 ft. with 242 Wing.	Aerodrome or L.G.	LYDDA
Total Time.	23.59. 8 hrs. 54 mins.		
Type of Cloud.		Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.			
Visibility.	Good		S/8
General Weather.	Good		

Task or Duty. Harbour and Shipping at S/8 Loading - 9 X 500 lb G.P. .12 T.D.

Time	Height.	Place.	Narrative.
2005	11,000 20,000	En Route Target	<p>Trip out uneventful</p> <p>Bomb seen practically due north - over pier. Bombs dropped in train (100 ft. intervals) aimed at ships 14 L. One hit claimed and fire started. At least four fires were observed on ships.</p> <p>One large fire burning position S/8 23.</p> <p>A/A. practically negligible as far as this aircraft was concerned. Some bursts were seen at least 2000 ft. above this aircraft. One n/v fired light flak.</p> <p>No. E/A. seen on this mission.</p>

F.N. Shumaker
 F.N. SHUMAKER
 COLONEL A.C.
 SENIOR INTELLIGENCE OFFICER.

Date: H.Q. U.S.A.A.F. M.E. Operations Lydda
H.Q. 205 Wing. R.A.F.
U.S. Operations Lydda (Part A.)

Sheet No.	Opcep. Ref. No.	Date, 21st July	Squadron, Halverson
Type of Aircraft.	B. 24 D.	Captain	Captain Homer E. Adams
Aircraft No.	Halpro No. 12	Crew.	Lt. Leon Parker (dr.) Capt. R.S. Kirkcaldy (Nav. Bomb.) Mock Milleron Larue Orris.
Aircraft letter.	K.	Aerodrome or L.G.	LYDDA
Time Up.	1505 Lt. at Lydda		
Time Down.	Left Lydda 1600 L.T. after rendezvous at 3500 ft. with 242 Wing at Lydda		
Total Time.	0025. 9 hrs. 20 mins.		

Type of Cloud.	Amount of Cloud.	Base of Cloud.	Visibility.	General Weather.	Task or Duty.
	Scarcely any.	Clear to 1/10	Fair (hazy)	Good	Harb ur and shipping at S/8
Map or Chart	Reference.				Loading - 9 X 500 lb G.P. . 12 T.D.

Time	Height.	Place.	Narrative.
10,000	20,000	Target	This a/c was in the second element - nothing of importance seen en route to target.
			Bombing runs (2) on from W to E. other to N. to S.
			Bomb doors failed to operate. Crew worked for 15 minutes - bombs finally jettisoned while returning from target. This entire crew was busy trying to clear bombs, therefore, they were not in position to observe results of bombing by other ships.
			N/A I think, but accurate for range and altitude.
			No. E/A seen at any time.

J. J. Halverson
J.S. SHUTANER
COLONEL A.C.
SENIOR INTELLIGENCE OFFICER.

THIS PAGE 1

H.Q. U.S.A.A.F. M.E. Cairo
 U.S. Operations, Lydda
 H.Q. 205 Wing. R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. 21 July	Squadron. Halverson
Type of Aircraft.	B. 2h D.	Captain	Major H.F. Sanders
Aircraft No.	Halpro No. 18	Crew.	Lt. Louis A. Prechal Captain F.H. Smith (Nav. Bomb.)
Aircraft Letter.			Solen McGlynn Vasquez Domino
Time Up.	1505 LT		
Time Down.	0010 LT.		
Total Time.	9. hrs. 5 mins.	Aerodrome or L.G.	LYDDA
Type of Cloud.	Thin Scattered	Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.			
Visibility.	Hazy to Good		
General Weather.	Good		S/8

Task or Duty. Harbour and Shipping at S/8 Loading - 9 X 500 lb G.P. .12 T.D.

Time	Height.	Place..	Narrative.
1706	20,000	Suda Bay	<p>Approach S.E. by South. Aimed for Dock 1h L. Dropped Bombs in Train 100 ft. apart. Bursts seen 12. J. no damage claimed.</p> <p>12 Ships approximately, seen in Bay. 1 Large fire seen H. 12. Smoke. 1 Sm. M.V. seen on fire L.13</p> <p>No. E/A.</p> <p>10 approximately. A/A. guns. East side of Bay. inaccurate.</p> <p>Two small war vessels - Destroyers ? - at GAVDOS Bearing S.W.</p>

F.N. Shulaker
 F.N. SHULAKER (wgs)
 COLONEL A.C.
 SENIOR INTELLIGENCE OFFICER

THIS PAGE

DIS: U.S.A.A.F. M.E. CIAORL
U.S. OPERATIONS, LYDDA.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

H.Q. 205 Wing, R.A.F.

Sheet No.	Oprep. Ref. No.	Date. 21 July	Squadron. HALVERSON
Type of Aircraft. B. 24 D.	Aircraft No. Halpro No. 17	Captain Lt. J.D. Brown Lt. W.F. Dwyer	Crew. Lt. Norman Davis (Nav. Bomb.) Van Gilder Ransdell Izzo DeLong.
Aircraft Letter.			
Time Up. 1505 LT.	Time Down. Left Lydda 1600 LT. after a rendezvous with 242 Wing at 3500 ft.	Aerodrome or L.G. LYDDA	
Total Time. 00.30 . 9.hrs. 30 mins.			
Type of Cloud. Few scattered cumulus.	Amount of Cloud. 2,000 ft.	Base of Cloud.	Map or Chart Reference.
Visibility. Poor. Hazy	General Weather. Good		S/B

Task or Duty. Harbour and Shipping at S/B Loading - 9 X 500 lb. G.P. .12 T.D.

Time	Height.	Place.	Narrative.
2005	21,500	Suda	<p>Made run from S.E. to N.W. dropped bombs in rain 100 ft. apart. Bursts seen on land 14. N. Jetty seen to be on fire white smoke. No. damage claimed.</p> <p>2 Fires seen 13 M. Smoke seen 14 I.</p> <p>1 Large ship near Jetty others to East. Smoke from two small ships believed on fire - greyish white</p> <p>No. E/A/ A/A from 8 guns from N.W. of Bay altitude good. Direction poor</p>

F.N. Shumaker
(wp)

F.N. SHUMAKER
COLONEL A.C.

SENIOR INTELLIGENCE OFFICER

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R A.F. M.E. Instruction 34.

2942 / P.M.E.I. - 200,000 - 2/42

P.T.O.

THIS PAGE IS

R.A.F. Form 441 A.

Dist:- H.Q. U.S.A.A.F. M.E. C.
U.S. Operations, Lydda.
H.Q. 205 Wing, R.A.F.

SORTIE REPORT (Part A.)

Sheet No.	Oprep. Ref. No.	Date.	21 July	Squadron.	Halverson
Type of Aircraft.	B. 24D.	Captain	Lt. E.A. Crouchley Lt. R.G. Miller Lt. W.R. Joiner	Crew.	Komurke Alexander Weingart Sala
Aircraft No.	Halpro. no. 23				
Aircraft Letter.					
Time Up.	1505 LT. Left Lydda 1600 LT after a rendzvous with 242 Wing at 3,500 ft.				
Time Down.	23.55				
Total Time.	8.50 mins.				
		Aerodrome or L.G.	LYDDA		
Type of Cloud.	Scatter areas.	Low cloud		Map or Chart	
Amount of Cloud.				Reference.	
Base of Cloud.					
Visibility.	Good				S/B
General Weather.	Good				

Task or Duty. Harbour and Shipping at S/B Loadin: - 9 X 500 lb G.P. .12 T.J.

Time	Height.	Place.	Narrative.
1950	21000	Crete	2 E/A at 8000 ft. approached from Almyra. No. action
2005	21000		<p>Approached Bay from S.W. Large ship seen 15 M. 6 to 8 ships seen 16 M. Bombs dropped E.17. Bursts seen no results observed. Bombs dropped in train 150 ft. apart. Later ships seen smoking and going out to sea.</p> <p>A/A slight. Approximately four guns. inaccurate for direction.</p> <p>At least 12 to 15 ships seen in Bay. Bombs hit two small ships N.13. Fires started.</p>

F.N. Shumaker
F.N. SHUMAKER (W9)
COLONEL A.C.
SENIOR INTELLIGENCE OFFICER

Dist:- H.Q. U.S. Operations, 1st S. Cairo
H.Q. No. 205 Wing, R.A.F. (Part A.)

R.A.F. Form 441 A.

SORTIE REPORT

Sheet No.	Opreg. Ref. No.	Date. July 21	Squadron
Type of Aircraft. B. 24D.	Aircraft No. Halpre No.1	Captain Major A.F. Kalberer Lt. R.L. Rhoades	Crew. Capt. F.B. Rang. (Nav. Bomb) Patrick Coutre Petersen Siedl
Aircraft Letter.			
Time Up. 1504 LT at Lydda	Left Lydda 1600 LT. after rendezvous at 3500 ft with 7 Br. Liberators of 242 Wing. R.A.F.		
Time Down. Down at Lydda 2350 LT.		Aerodrome or L.G. Lydda	
Total Time. 7 hrs. 50 mins.			
Type of Cloud.	Amount of Cloud.	Base of Cloud.	Map or Chart Reference.
Visibility. Good			S/8
General Weather. Good Some Haze			

Task or Duty. Harbour and Shipping at S/8 Loading - 9 X 500 lb G.R. .12 T.J.

Time	Height.	Place.	Narrative.
2000	22000	over S/8	Arrived over Target Twelve M.E. seen at low altitude heading West. No action resulted.
2007 LT.	21000	" "	<p>A good bombing run was made from N. to S and bombs were dropped on the main pier. After release of bombs this aircraft returned over target area flying from S. to N. Fires were observed on two m/vs and a large fire was reported in the warehouses area at position S/8 (23) Clouds of white smoke were seen rising from this fire.</p> <p>H.M.S. York, mounting active A/A batteries fired at this aircraft. The fire was accurate at altitude of 22,000 ft. Heavy A/A fire was noted from batteries located in area K to K., 9, 10, 11.</p> <p>No shipping was observed in the Mediterranean.</p> <p>British Liberators had briefing to approach target S/8 from the North - had not arrived when this aircraft left Target area.</p>

J.N. Shumaker
F.N. SHUMAKER
COLONEL A.C.
SENIOR INTELLIGENCE OFFICER.

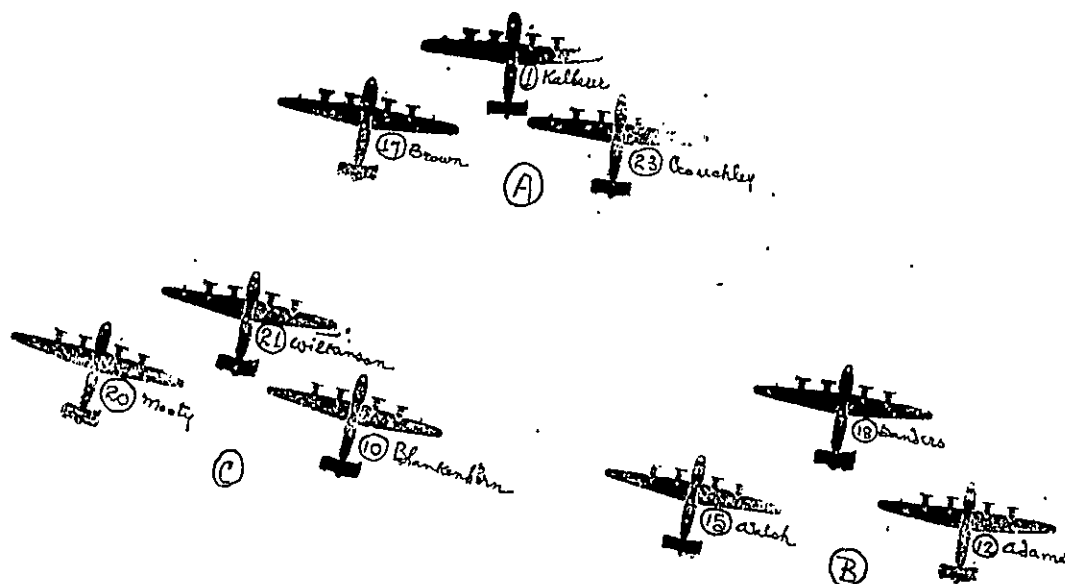
THIS DOCUMENT IS UNCLASSIFIED

Below are the positions occupied in formation by the Airplanes referred to in the enclosed Sortie Reports, at the time of their departure from Lydda, 1600 hrs. LT. July 21st; 1942,

MISSION NO. 23

Attack on Harbour and Shipping at
S/B

These Airplanes were joined over Lydda by seven Liberators of No. 242 Wing, R.A.F.



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MEMORANDUM
FOR THE DIRECTOR, CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C.

July 22nd, 1962

TO: Commanding General, MacDugan Detachment, 48th Air Base, Guam.

FROM: Director, Central Intelligence Agency, Washington, D.C.

SUBJECT: The following information was received from a source of the Central Intelligence Agency, who has provided reliable information in the past, on July 22nd, 1962.

DATA

TO: MacDugan Detachment, 48th Air Base, Guam.

FROM: Intelligence

REF: AF 51-8276-1001-10000

On July 22nd, 1962, a large fire and two small fires were observed at the end of the runway. Two medium aircraft were also fired. A/A activity was also observed for altitude 22,000 feet, flying light, loading nine 500 lb bombs. One captured bomb was also observed on the runway. Time 05:00 hrs.

INCL: 0130/22/0

W. J. S. [Signature]
Colonel, Air Corps
Senior Intelligence Officer

Encls. - 1. Air Force Form 101, 1-62
2. Map 5/2

D

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#27

HEADQUARTERS

FIRST PROVISIONAL WING, U.S.A.A.F.
LYDDA

July 22nd, 1942.

To:- Commanding General, Headquarters, U.S.A.A.F. M.E. Cairo.

1. Enclosed are Sortie Reports covering mission no. 23 U.S.A.A.F. LYDDA, attack of harbor and shipping at S/8.
2. The following is confirmation copy of telegraphic summary of this mission, which was filed for radio transmission to you at 0130 hrs. L.T. July 22nd, 1942.

COPY

To:- H.Q. A.A.F. M.E. Cairo

From:- Halverson

U.S.A.A.F. 57 22/7 MOST SECRET.

Nine B.24D. Bombed Suda Bay Large Fire and two smaller fires observed at Base End of Wharf. Two medium merchant vessels hit and fired A/A Activity accurate for altitude 22,000 but fairly light. Loading nine 500 lb each. One jettisoned bombs account doors stuck Flying time 85 hrs.

IM MEDIATE 0130/22/C

J. H. Shumaker
J. H. SHUMAKER
Colonel Air Corps
Senior Intelligence Officer

Encls. - Sortie Reports Form Mh1A - 9
Map S/8

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. July 22	Squadron.
Type of Aircraft.	B.17	Captain	Captain Long
Aircraft No.	6	Crew.	Lt. Postelle
Aircraft Letter.	B		Lt. Emens
Time Up.	2030	Stowe	Burgin Briggs Medson
Time Down.	0500	Shelley	Hall
Total Time.	8 hrs. 30 mins.	Aerodrome or L.G.	
Type of Cloud.	Low strata - cu ulus		Map or Chart
Amount of Cloud.			Reference.
Base of Cloud.			
Visibility.	Good		
General Weather.	Good		Tl(1)

Task or Duty. Bomb JK - 13, 14, 15 (Tobruk) 4 X 1000 (G.P.)

Time	Height.	Place.	Narrative.
	10,000	En Route	Considerable ground fighting N.E. of Quattara Depression - Alamein line
0030	18,000	Target	<p>Bombed general area N.W. of bay - No. results claimed - Heavy overcast obscured the target area - No fire seen in target area -</p> <p>A/A none S/L none E/A none</p> <p>Flares of no particular value in locating the target</p> <p>After leaving target - 2 lights thought to be ships 30 miles out of Tobruk - 450. These ships were signalling.</p> <p align="right"> <i>F. N. Shumaker</i> F.N. SHUMAKER COLONEL A.C. <u>SENIOR INTELLIGENCE OFFICER.</u> </p>

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.		Oprep. Ref. No.	Date. July 22	Squadron.
Type of Aircraft.	B.17	Captain Lt. Price Lt. Jose Lt. DelMesier Crew. Lt. Savoda Karol Blanchard Rucker Knifton	Aerodrome or L.G.	
Aircraft No.	4			
Aircraft Letter.	W.			
Time Up.	2030 Fayid			
Time Down.	0430 Lydda			
Total Time.	8 hrs.			
Type of Cloud.	Low lying stratus	Map or Chart Reference. T1 (1(
Amount of Cloud.	7/10			
Base of Cloud.				
Visibility.	Fair			
General Weather.	Good			

Task or Duty. Bomb J.K. 13, 14, 15 (Tobruk) 4 X 1000 (G.P.)

Time	Height.	Place.	Narrative.
0018	10,000	En Route	Much activity vicinity Alamein - heavy artillery and bombing. The activity was observed as far south as N.E. limits of Qattara Depression.
	10,000	Target	<p>Bombs released in train (50 ft. intervals) after a run E. to W on assigned target, Flashes observed and columns of smoke seen.</p> <p>At least five fires were burning are (K10-11) This aircraft used the fires as a guide point for their bombing.</p> <p>A/A - negligible S/L - none E/A - none</p> <p>Flares were of only slight assistance to the crew of this aircraft.</p> <p>Nothing eventful on return trip.</p> <p align="right"> <i>F. N. Shumaker</i> F.N. SHUMAKER COLONEL A.C. <u>SENIOR INTELLIGENCE OFFICER.</u> </p>

SORTIE REPORT **(Part A.)**

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date, July 22	Squadron.
Type of Aircraft.	B.17	Captain	Lt. DeLong
Aircraft No.	8	Crew.	Lt. McComb
Aircraft Letter.	S.	Vanarx	Minton Pittard Hesken Bowling Minigan
Time Up.	20.35 L.T. Fayid 04.05 Lt. Lydda	Aerodrome or L.G.	
Time Down.			
Total Time.	8. hrs. 30 mins.		
Type of Cloud.	Stratus broken	Map or Chart Reference. T1 (1)	
Amount of Cloud.	6/10 - 8/10		
Base of Cloud.			
Visibility.	Good		
General Weather.	Good		

Task or Duty. Bomb J.E. 1. 11. 15 (Tobruk* 4 X 1000 - G.P.

Time	Height.	Place.	Narrative.
	10,000	En Route	Trip to Target uneventful
0110	18,000	Target	<p>A heavy overcast obscured target preventing an accurate bombing of assignment.</p> <p>The flares were not particularly helpful. Bombs were dropped in train (500 ft. intervals). No results claimed.</p> <p>No. A/S No. E.A No. S/L</p>

L.N. Shumaker
 (1971)
 F.N. SHUMAKER
 COLONEL A.C.
 SENIOR INTELLIGENCE OFFICER

11/20/2010 11:20:10

701- Commanding General, Headquarters, U.S. Army, Saigon

1. Enclosed are copies of two Soviet Union No. 24 U.S.A.A.V. (INTER) attack of harbor and shipping at Tobruk. Copy of Tobruk photographs are T-1/1, which is used as reference in the enclosed Soviet Report has already been forwarded.
2. The following is confirmation of cell-to-cell graphic summary of this mission, which was filed for radio transmission to you at 0515 HRS. U.S. Air Force HQ 212.

100

Figure 1 = 71.9, 73.8, 64.5, 54.0, 41.0

Figure 2. Illustration of the model.

U.S. AIR FORCE

Flares 11.17 bombed 100000. Downfall undetermined reason
poor visibility. Opposition 11.1. Best lead Total 12,000 lbs.
Total Flares: also 25 hours.

0.341575, 0.34375

P. M., Commander
Colonel A. G.

Encls. - North American Form 104-2

HEADQUARTERS
FIRST PROVISIONAL WING, U.S.A.A.F.
LYDDA.

July 22nd, 1942.

To:- Commandin- General, Headquarters, U.S.A.A.F. I.E. Cairo.

1. Enclosed are Sortie Reports covering Mission No. 24
U.S.A.A.F. LYDDA; attack of harbor and shipping at Tobruk. Copy
of Tobruk photographic map T 1/1, which is used as reference
in the enclosed Sortie Reports has already been forwarded.

2. The following is confirmation copy of telegraphic
summary of this mission, which was filed for radio transmission to
you at 0545 hrs. L.T. July 22nd, 1942:-

COPY

To:- H.Q. U.S.A.A.F., I.E.

From:- HALVERSON

U.S. A.A.F. 58 MOST SECRET.

Three B.17 bombed TOBRUK. Results undetermined reason
poor visibility. Opposition nil. Bomb load Total 12,000 lbs.
Total flying time 25 hours.

IMMEDIATE. 0545.

J. H. Shumaker
J. H. Shumaker
Colonel A.C.

Encls. - Sortie Reports Form M41A - 3.

THIS PAGE

Dist:- U.S.A.A.F. H.Q.M.E.
U.S.A.A.F. Lydda (Op)
205 Wing, R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. 23 July	Squadron. Hal.
Type of Aircraft. B.17E.		Captain Lavin Lt. Gerzin Lt. Seeley	
Aircraft No. 2		Crew. Cpl. Heising Sgt. Holloway	Sgt. Wachs Cpl. Gray
Aircraft Letter. Y		Eng. S/S Janette	
Time Up. 2200			
Time Down. 0545			
Total Time. 7hrs. 45 mins.		Aerodrome or L.G.	
Type of Cloud.		Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud. Haze			
Visibility. Fair			
General Weather. Good			

Task or Duty. Shipping at Tobruk 8 X 500 .12 T.D.

Time	Height.	Place.	Narrative.
0125	20000	Tobruk	Made 1st bombing run from East to West dropped four Bombs in train 70 ft. apart - Dock area. No burst or results seen.
0140	20000		Made 2nd bomb run from West to East. Dropped four Bombs in dock area. No bursts or results. 1 orange coloured fire seen - J.15. 1 red coloured fire seen - E.14 ? Dummy? No. S/L Small amount of A/A inaccurate and none effective. No. ships identified in harbour 60 miles bearing 65° from Tobruk. Ship seen firing at something else.

P. N. Shumaker
P.N. Shumaker,
Colonel A.C.
Senior Intelligence Officer.

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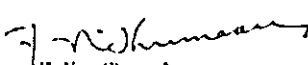
H.Q. U.S.A.A.F M.E. Cairo
H.Q. U.S. Ops. Lydda
H.Q. 205 Wing R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. 23 July	Squadron. Hal
Type of Aircraft.	B.17E.	Captain	Captain Nelson Lt. Lydecker
Aircraft No.	2475	Crew.	Lt. Baceski Puled Coats McKain Milstead Bentley McGuire.
Aircraft Letter.	A.		
Time Up.	2200 L.T. Fayid		
Time Down.	0530 L.T.	Aerodrome or L.G.	Fayid Lydda
Total Time.	7 hrs. 30 mins.		
Type of Cloud.		Map or Chart	
Amount of Cloud.	Very little	Reference.	
Base of Cloud.			
Visibility.	Hazy		
General Weather.	Good		

Task or Duty. Docks at Tobruk 8 X 500 lbs. 1/2

Time	Height.	Place.	Narrative.
L.T. 01.18	20,000	Tobruk	<p>Bombing run made from West to East.</p> <p>Bombs dropped in train 50 feet apart. Bursts seen M.N.12 on Dock area.</p> <p>Three sets of flares seen.</p> <p>Large fire - red flames seen E.10.</p> <p>No shipping identified</p> <p>No. S/L.</p> <p>A/A did not bother this aircraft.</p> <p>Batteries Y 11; and J.13.</p> <p>No. E/A seen.</p> <p style="text-align: right;">  F.H. Shumaker Colonel A.C. Senior Intelligence Officer </p>

THIS PAGE 1

Dist:- H.Q. U.S.A.A.F. M.E. Cairo
 U.S. Operations Lydda
 H.Q. 205 Wing R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. 23 July	Squadron. Hal
Type of Aircraft. B.17E.	Aircraft No. 6	Captain Capt. D.J. Rogers Lt. Kyle Lt. Gennard, R.N.	Crew. T/Sgt. Lindley, E.E. Sgt. Vanderneck, R.V. Sgt. Brown, V. Sgt. Keon, W.R. Sgt. Monday, R.E. Sgt. Henderson.
Aircraft Letter. R.	Time Up. 2205 (Fayid)	Aerodrome or L.G.	
	Time Down. 0255 (Lydda)		
	Total Time. 4 hrs. 50 minutes.		
Type of Cloud. Low scattered station	Amount of Cloud. 1/10 or less	Map or Chart Reference. T/X	
Base of Cloud.	Good		
Visibility.	Good		
General Weather.	Good		

Task or Duty. Tobruk Harbour Area - 8 X 500 (G.P.)

Time	Height.	Place.	Narrative.
2315 G.H.T.	11,000	31N-28 40E.	<p>A large explosion and fire (orange flame) later subsided to reddish glow.</p> <p>Number 3 engine failed about 220 miles from target. Bombs were jettisoned at sea - off coast approximately 23 miles west of Lydda.</p> <p>No. E/A</p> <p>Nothing of unusual interest observed on return trip.</p> <p>According to instructions received at Fayid S/L assistance would be given in response to radio request. Two way communication could not be established - only 1 S/L was turned on - no help to this aircraft.</p> <p>Investigated Canal Area - (Shalufa, Kabrit, Kasafarid) still unable to establish communication.</p> <p>Beacons helpful Gaza and Lydda. Also helpful in guiding aircraft to target.</p> <p>Frequency for .T. communication not adapted for command transmitters.</p> <p><i>Planned comment has been discussed with Liaison Officer - 205 Group 2000</i></p> <p><i>[Signature]</i> F.H. Shumaker, Colonel A.C. Senior Intelligence Officer.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2942 / P.M.E.I. - 200.100 - 3.72

P.T.O.

THIS VOL. IS 1

Dist:- H.Q. U.S.A.A.F. M.E. Cairo
U.S. Operations Lydda
H.Q. 205 Wing.

SORTIE REPORT
(Part A.)

H.A.P. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. 23/7	Squadron. Hal
Type of Aircraft. B.17E.	Aircraft No. 4	Aircraft Letter. W.	Captain Capt. Keenan Lt. Gossard Crew. Lt. Padgett Lt. Palmer Wilver Sgt. Gates Sgt. Baltes Abraham
Time Up. from Fayad 1915 hrs. G.M.T. 23rd	Time Down. 0.215 G.M.T. 24th at Lydda	Total Time. 05.15	Aerodrome or L.G. Lydda

Type of Cloud.	Amount of Cloud. At Target low cloud scud at outer edge of Tobruk harbour	Base of Cloud. At Target Good	Visibility.	General Weather. Good	Map or Chart Reference. T 1/1
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Task or Duty. Tobruk Dock area 8 X 500 G.P. 12

Time	Height.	Place.	Narrative.
2205 GMT	18000	Tobruk	<p>Made bombing run on E to W. course, released in one stick, 65 foot interval.</p> <p>Aiming points wharf and warehouse stock piles at W.15. Observed four bursts identified as from this aircraft starting fire at W.11/15.</p> <p>One extremely large fire observed in this area. Saw three other sticks of bombs hit at this time, starting new fires and scattering and increasing other fires. Across whole dock area in line 10-17 three very large fires were burning, numerous smaller ones. Very large fire, bright red flame observed at W.12/13.</p> <p>From low cloud scud and smoke from fires ground wind of at least 20 m.p.h. was indicated.</p> <p>No searchlights</p> <p>About seven heavy A/A batteries were firing accurate for altitude.</p> <p>Harbour (water area), was covered with low cloud - no shipping at anchor observed.</p> <p>On return trip, about 80 miles N.W.E. Tobruk, approx. 33N 25E. bright lamp signal (flashing beacon) was observed - (at this same point Captain Levin passed 25 minutes later, observed gun flashes, not fired in direction of aircraft but appeared to be flat trajectory flashes.</p> <p>Operation of the B.17 aircraft was co-ordinated with a Wellington Squadron attack.</p>

[Signature]
N. SHUMAKER
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to *[illegible]* E. Instruction 34.

[Signature]
Colonel A.C.
Senior Intelligence Officer.

10.45/24 IMMEDIATE

U.S.A.A.F. 70 24/7 10ST SECRET
Four B.17E departed Lydda for raid briefing loaded with eight 500 lb G.R. each at 0800 L.T. July 23rd. Departed Lydda 2815 L.T. One jettisoned bombs and returned Lydda account engine failures. Three bombed Tobruk with excellent results observed in form of several large fires in docking area. A.A. slight searchlights none. Total flying time 35 hours 15 minutes.

From:- Halverson
To:- H.Q. U.S.A.A.F. L.E. Castro.

COPY

1. Enclosed are battle reports covering mission no. 26 U.S.A.A.F. Lydda, attack of harbour and shipping at 11/1. The following is confirmation copy of teletype which was sent to you at 0930 hrs. L.T. July 24th, 1942.

To:- Commanding General, Headquarters, U.S.A.A.F. L.E. Castro

July 24th, 1942.

HEADQUARTERS
U.S.A.A.F. L.E. LIAISON
LYDDA

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H.A.F. Form 441 A.

SORTIE REPORT

(Part A.)

Sheet No.	Oprep. Ref. No.	Date. 23 July	Squadron. Hal
Type of Aircraft.	B.24D.	Captain	Lt. S.R. Oglesby Lt. Wilcox Lt. Duckworth
Aircraft No.		Crew.	
Aircraft Letter.		Walker Pickett	Kaminska Ballentine
Time Up.	0747		
Time Down.			
Total Time.		Aerodrome or L.G.	Iydda
Type of Cloud.		Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.	Returned D.H.O. account engine oil leak in No. 2 engine.		
Visibility.			
General Weather.			

Task or Duty.

Time	Height.	Place.	Narrative.
			<p>F.N. SHULAKER Colonel A.C. <u>Senior Intelligence Officer</u></p>

F.N. SHUMAKER
Colonel A.C.
Senior Intelligence Officer

THIS REPORT IS

H.Q. U.S.A.A.F. M.E. Cairo
U.S. Ops. Lydda
H.Q. 205 Wing R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441A.

Sheet No. 8	Oprep. Ref. No.	Date. 23/24	Squadron. Hal
Type of Aircraft. B. 24	Aircraft No. 20	Aircraft Letter. H.	Captain Capt. Fountain Lt. Mengel Lt. Rodriguez Crew. Wrigley LaLonde Sane Lesich Wells
Time Up. 0815 Lydda L.T. Fayid 15.30	Time Down. 0255 Landing gear failed - L.T. All crew Baled out.	Total Time.	Aerodrome or L.G. Fayid Lydda
Type of Cloud.	Amount of Cloud. 5/10 cloud last part of journey	Base of Cloud.	Map or Chart Reference.
Visibility. Good	General Weather. Good		

Task or Duty. Shipping Benghazi 9 X 500 G.P.12.

Time	Height.	Place.	Narrative.
LT 20.32	24,000	Benghazi	<p>Made Bombing run from H.W. Bombs dropped in Train 100 - 120 feet apart. No bursts seen. Smoke seen from Central Mole. No other results observed. Formation broken.</p> <p>No E/A seen.</p> <p>A/A from A.15 or 16. Shaken, accurate from height.</p> <p>This aircraft crashed at Lydda. Port landing wheel could not be put down. Crew baled out. All reported safe exc pt Sgt. Wrigley (Bomb aimer). Crew shaken, report there ore somewhat sketchy.</p>
20.55	20,000	Benghazi	<p>1 Large, 1 Sm vessel seen 70 miles North of Benghazi, heading northwards.</p>

F.M.
F.M. Shumaker,
Colonel A.C.
Senior Intelligence Officer.

THIS FORM IS

H.Q. U.S.A.A.F. M.E. Cairo
H.Q. Ops. Lydda (U.S.)
H.Q. 205 Wing. R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	7	Oprep. Ref. No.	Date.	23/7	Squadron.	Hal
Type of Aircraft.	B.24D	Captain R.J. Paullin Crew. Lt. C.O. Peck Lt. Tom A. Shumaker Wyson Luton De Haven Sparks				
Aircraft No.	Halpro 15					
Aircraft Letter.	L.					
Time Up.	at Fayid	1220 G.M.T.	Aerodrome or L.G. Fayid Lydda			
Time Down.	at Lydda	2245 G.M.T.				
Total Time.	10 hrs. 15 minutes					

Type of Cloud.	En route 3/10 overcast at 4,000'	Map or Chart Reference. B.2.
Amount of Cloud.		
Base of Cloud.		
Visibility.		
General Weather.	target itself was clear of cloud but haze and twilight conditions made observation difficult	

Task or Duty. Shipping at Benghazi 9 X 500 G.P.

Time	Height.	Place.	Narrative.
1730 G.M.T.	26000 indicated	Target B.G.	<p>This aircraft occupied No. 3 position in 2nd Element. Bombed individually account dispersal of aircraft No. 1 and No. 2.</p> <p>Made one bombing run S.W. to N.E. did not release - was waiting for organisation of other elements.</p>
1738 G.M.T.	26000 indicated	"	<p>Heavy A/A barrage opened at 1732 G.M.T. bracketing this aircraft for altitude; described as "curtain effect".</p> <p>Made good long independent bombing run from W. to E. aiming point, on assigned target J.10, a medium sized vessel; was too dark to be recognised clearly. Bombs were observed to be perfect heading for target, but impact of bombs was not observed on account A/A curtain</p>
1749 G.M.T.			<p>Three vessels, one large L.V. of 10000 tons estimated, escorted by two naval vessels making northerly course at position 30 knots due north of Benghazi. Photographs were taken of these vessels, doubtful if sufficient light to make good pictures.</p>
1930 GMT	6000	En Route	<p>At position 2430 E. 3230 N. Collision narrowly avoided head-on with single engined aircraft believed to be F.E. 109, which dodged sharply and proceeded on course.</p> <p>NOTE:- Gaza Beacon was flashing "T.A." not in accordance with information given this formation at briefing.</p>
1736 GMT			<p>1. E.A. M-109 was observed at 25 to 26000 feet, circling, kept about 1 mile away from our airplanes.</p>

F.N. Shumaker,
Colonel A.C.
Senior Intelligence Officer.

SORTIE REPORT
(Part A.)

H.Q. U.S.A.A.F. M.E. Castro
U.S. Ops. Igdda
H.Q. 205 Wing R.A.F.

Sheet No. 6		Opres. Ref. No.		Date. 23/24 July 1942		Squadron.	
Type of Aircraft.		B.24D.		Captain		Capt. Urlich	
Aircraft No.		Halpro 12		Crew.		Lt. Hopkins	
Aircraft Letter.		K.		Williams		Wannas	
Time Up. from Igdda		1215 G.M.T.		Walters.		Igdda	
Time Down at Igdda		2215 "		Aerodrome or L.G.		Igdda	
Total Time. 10 hrs.							
Type of Cloud.		None en route		Map or Chart		Reference.	
Amount of Cloud.		3/10 overcast at 4,000'		General Weather.		good, target itself was clear	
Base of Cloud.		B/2		Task or Duty.		Harbor and shipping at Bengazi - loading 9 X 500 lb .12 T.J.	

Time	Height	Place.	1736	2500	RG
<p>Position of this aircraft was No. 3. In first element.</p> <p>Made bombing run on " to E. course, good run, aiming on medium LV at H 3 to 4. Released in one stick 100 lb. interval.</p> <p>Sgt. Wannas from waist gun position saw bombs from this aircraft striking on mole at approx. 11.00. This H.C.O. took several exposures with camera on mole at approx. 11.00. 2 minutes afterwards.</p> <p>Crew of this aircraft observed impact of bombs from aircraft No. 1 of this element strike a merchant vessel at approx. G.O. Also impact of another stick of bombs at approx. B.H.</p> <p>Numerous m/v/ (8 to 10) observed in the harbor.</p> <p>This aircraft was fired at actively by two naval vessels, destroyer class, approximately G.H. and A.B.</p> <p>A/A activity in extreme heavy barrage, at least 12 batteries, bracketed for altitude (over and short) No. apparent individual aiming.</p> <p>2 B/A observed at approx. 18000 altitude, did not offer to attack.</p> <p>In route to target 1700 G.M.T. took photographs at approximately co-ordinates 203 East 31.30 N. (Rhinites) large concentration of equipment identified several large airplane fuselages and considerable activity at this point.</p> <p><i>Walters</i> Colonel A.C. Senior Intelligence Officer</p>					
PART B (on reverse) to be completed according to relevant pro-forma in H.Q. H.A.F. M.E. Instruction 34.					

H.Q. U.S.A.A.F. M.E. Cairo
 H.Q. Ops. Lydda
 H.Q. 205 Wing. R.A.F.

R.A.F. Form 441 A.

SORTIE REPORT
 (Part A.)

Sheet No. 5	Oprep. Ref. No.	Date. 23/24	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 17	Aircraft Letter. T.	Capt. S.W. Sibert Lt. R.G. Miller Lt. Malley Crew. Meeks Filippi Milron De Long
Time Up. 0750 Lydda	1550 Fayid	L.T.	Aerodrome or L.G. Fayid Lydda
Time Down. 01.40 Lydda			
Total Time. 9rs 50 mins.			
Type of Cloud. Scattered cloud	Amount of Cloud. 3/10 7/10	Base of Cloud. 10,000	Map or Chart
Visibility. Fair - hazy	General Weather. Good.		Reference. B.2.

Task or Duty. Shipping at Benghazi 9 X 500 .12 T.D.

Time	Height.	Place.	Narrative.
L.T.			
20.00	26,000	Benghazi	Made run from W. to E. Aimed bombs at large merchant vessel H.O., partly in train and the rest salvo. No bursts or results observed. All aircraft had broken formation and bombed separately. Bursts of bombs from other aircraft seen on outer solo. Near miss on large ship seen 6 F.
20.45	26,000	B.G.	2 large ships and 2 small ships (escorts) seen leaving and heading North. 1 E/A seen at 10,000 ft. no action. A/A. heavy from H.11. Curtain Barrage mostly under aircraft.

F. M. S. UAKER
 Colonel A.C.
 Senior Intelligence Officer

H.Q. U.S.A.A.F. M.E. Cairo
 U.S. Ops. Lydda
 H.Q. 205 Wing R.A.F.

SORTIE REPORT
 (Part A.)

Sheet No. 4	Oprep. Ref. No.	Date. 23/24 July	Squadron. Hal
Type of Aircraft. B. 24D.		Captain Camaack Lt. Jose Lt. Kimbell	
Aircraft No. 23		Crew. Landers Roman Lebel Willard Stacy	
Aircraft Letter.			
Time Up. 0800 Lydda		Aerodrome or I.G. Fayid	
Time Down. 1515 Fayid			
0205 Lydda			
Total Time. 10hrs. 50 mins.			
Type of Cloud. Low flying cumulus		Map or Chart Reference.	
Amount of Cloud. 6/10			
Base of Cloud. 4,000			
Visibility. Good		B/2	
General Weather. Good			

Task or Duty. Benghazi Harbor and shipping.

Time	Height.	Place.	Narrative.
	10,000		Nothing unusual to report en route to target.
	29,000		<p>Two engines failed (No. 1 and No. 2) approximately 15 minutes west of target at 20.25 L.T. - Turned for home jettisoned bombs about five minutes later - flew prescribed route to Lydda.</p> <p>No. E/A aircraft observed - in fact as this aircraft was well out over water very little was observed.</p>

F. M. Shumaker
 F. M. SHUMAKER
 Colonel A.C.
 Senior Intelligence Officer

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R.A.F. Form 441 A.

H.Q. U.S.A.A.F. M.E. Cairo
U.S. Ops. Lydda
H.Q. 205 Wing R.A.F.

SORTIE REPORT
(Part A.)

Sheet No. 3	Oprep. Ref. No.	Date. 23/24	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 1	Captain Major Davis	
Aircraft Letter. U		Crew. Lt. Patterson	
		Capt. Kang.	
		Leaman	Moran
		Portl	Kessler
Time Up. 0803 Lydda			
Time Down. 1510 Fayid			
0220 Lydda			
Total Time. 11 hrs. 10 mins.		Aerodrome or L.G. Fayid	Lydda
Type of Cloud. Scattered along coast		Map or Chart	
Amount of Cloud. 3/13		Reference.	
Base of Cloud. 1500			
Visibility. Good			B.2.
General Weather. Good			

Task or Duty. Shipping at Benghazi 9 X 500 G.P. .12

Time	Height.	Place.	Narrative.
LT. 1955	15,000		31 20 H. 20. 40. E. saw over 200 motor lorries and trucks. Dispersed. Also stacks of supplies.
2030	24,000	Benghazi	Made Bombing run from W.N.W. to S.S.E. aimed Bombs in train 85 ft. 1st Bomb burst E.3. on mole. Last Bomb direct hit on large ship. r.5. white grey smoke. whitish grey smoke rolling up from 9 K. base Cathedral Mole. No. E/A. A/A. accurate f r height but not direction. Barrage. More A/A. Batteries than last visit. At least 9 Guns. 9.F. Photos taken

W. H. Schumaker
Colonel A.C.
Senior Intelligence officer

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 U.S. Ops. Lydda
 H.Q. 205 Wing R.A.F. (Part A.)

Sheet No. 2	Oprep. Ref. No.	Date. 23/7 /24/7	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 21	Captain Cpt. Clark	Crew. Lt. Clayton Lt. Helms Cook Harpi Barnes Knox
Aircraft Letter. 12			
Time Up. 0758 Lydda	1115 Fayid L.T.		
Time Down. 07.45 Lydda			
Total Time. 10hrs. 30 mins.		Aerodrome or L.G. Fayid	Lydda.
Type of Cloud. low scattered	Amount of Cloud. 3/10	Base of Cloud. Hazy on way out. good return	Map or Chart Reference. B.2.
Visibility.	General Weather. Good		

Task or Duty. Shipping at B.G. 9h500 .12 T.D.

Time	Height.	Place.	Narrative.
LT.			
2035	26,000	B.G.	Made Bombing run from W. to E. Bombs dropped in train 100 ft. apart aimed at large ship F. 5. Bombed in formation with Major Davis. No bursts seen but smoke seen coming from the large ship. White smoke. 1 Med. Ship alongside "G" A/A did not bother this aircraft. seemed to be a barrage over Docks, none over sea. No. E/A action
1115	6,000		2700 E. 33.00 H. White light seen on water. Photos taken.

A. H. Shumaker
 A. H. SHUMAKER
 Colonel A.C.
 Senior Intelligence Officer

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U.S. Ops. Lydda
H.Q. 205 Wing R.A.F.

SO RTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	1	Op prep. Ref. No.	Date. 23/24	Squadron. Hal
Type of Aircraft.	B. 24D		Captain	Lt. Whitlock Lt. Medford Lt. Welfare
Aircraft No.	14		Crew.	Lavender Powell
Aircraft Letter.	G			Spaulding Smith
Time Up.	0745 Lydda 1515 Fayid			
Time Down.	0200 Lydda			
Total Time.	10 hrs. 45 mins.		Aerodrome or L.G.	Fayid Lydda
Type of Cloud.	Low Cumulus Stratus broken			Map or Chart
Amount of Cloud.	4/10 - 5/10			Reference.
Base of Cloud.	Fair			
Visibility.				D.2
General Weather.	Good			

Task or Duty. Bombing Benghazi Harbor and shipping.

Time	Height.	Place.	Narrative.
2030	23,000'	Target	<p>En route to target trip uneventful</p> <p>Bombing run made from W. to E. - released in train (125 ft. interval) on target area G.10. Flashes observed but no other results seen (This aircraft was the first over target).</p> <p>A/A very heavy - accurate for range and altitude. This aircraft was struck by fragments. Heavy batteries area F8-9.</p> <p>E/A - none observed.</p> <p>A convoy of three ships zig-zagging travelling N.E. approximately 30 Kilos. They appeared as medium m/v.</p> <p>No pictures taken.</p> <p style="text-align: right;"> <i>Frederick</i> Snunaker, Colonel A.C. Senior Intelligence Officer. </p>

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HEADQUARTERS
FIRST PROVISIONAL WING U.S.A.A.F
LYDDA

July 24th, 1942.

To:- Commanding General, Headquarters, U.S.A.A.F. M.E. Cairo.

1. Enclosed are Sortie Reports covering Mission No. 25 U.S.A.A.F. Lydda, attack of harbour and shipping at B.2.
2. The following is confirmation copy of telegraphic summary of this mission, which was filed for radio transmission to you at 0620hrs. L.T. July 24th, 1942.

COPY

To:- H.Q. A.A.F. M.E. Cairo

From:- Halverson

U.S.A.A.F. 24/7

HOST SECRET

Nine B.24D departed Lydda 0800 L.T. with nine 500 lb G.P. each and full load gas. Landing Fayid for briefing. Departed Fayid 1600 LT one returned Lydda one jettisoned near target account engine failures seven bombed Benghazi one direct hit on large M/V causing fire several hits on base cathedral dock and Central Dock causing one fire A/A extremely heavy barrage bracketing for average altitude 26000 ft. B.24D 11615 Captain Fountain crashed and burned near Lydda upon return account out of gas and failure hydraulic system crew parachuted safely exception Bombardier Sergeant Grigley believed killed Gunner Sergeant Lalonde injured Total flying time ninety one hours fifty minutes.

IMMEDIATE 0620

F. H. Shumaker
F. H. Shumaker,
Colonel A.C.

Senior Intelligence Officer

Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Operations Lyda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

Sheet No. 10	Oprep. Ref. No.	Date. 25 July	Squadron. Hal
Type of Aircraft. B. 17E.		Captain Lt. C.L. Lurphree	
Aircraft No. 8		Crew. Lt. R.S. Milner	
Aircraft Letter. 3			
Time Up. 20.20 Fayid		Stevens Hicks	
Time Down. 04.30		Simms Harris	
Total Time. 8 hrs. 10 min.		Drum Fletcher	
		Aerodrome or L.G.	

Type of Cloud. Low Cumulus (broken fract.)	Map or Chart
Amount of Cloud. 6/10 covered	Reference.
Base of Cloud. 1500	
Visibility. Good	
General Weather. Good	

T / 1 (1)
ME 164 20/6/42
No 2 prw

Task or Duty. Tobruk Harbor and Dock Installations 4 x 1000 (Inst.)

Time	Height	Place	Narrative.
23.40	19.500	Target	Considerable activity artillery duel vicinity Qattara Depression.
00.10	18.500	"	1st run E.W. Bombs hung on racks.
			2nd run N.W. S.E. Bombs in train (150' int.) Large fire started position L 13 - Orange flame.
			A/A - light but accurate for altitude.
			S/L - 5 lights - not effective above clouds.
			E/A - 2 formations (9 bi-planes) observed over target.
			No action.
			Trip back uneventful.

Fris.
 S.M. Shumaker
 Colonel A.C.
 Senior Intelligence Officer

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Dists:- H.Q. U.S.A.A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No. 9	Oprep. Ref. No.	Date. 25 July	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 12	Aircraft Letter. K	Captain Lt. M.R. Walsh (Jnr.) Crew. Lt. Tahseghwah M. Lt. Sewanebeck Witman Mahboub Rupert Payne
Time Up. 0700 Lydda	Time Down. 20.05 Fayid	Total Time. 03.05 Lydda	Aerodrome or L.G.
Type of Cloud. Cumulus	Amount of Cloud. 1/10 over target	Base of Cloud. 2000	Map or Chart Reference.
Visibility. Good except over target	General Weather. Good		T/1 (2) melb 20/6/42 no 2 PRU

Task or Duty. Tobruk Harbor Shipping and Dock Installations 9 x 500 (Inst.)

Time	Height.	Place.	Narrative.
21.15	9.500	Enroute	Vic. 30 - 20 N - 26 - 43 Heavy artillery fire seen.
23.13	20.000	Target	Bombing run N.W. - S.E. Bombs were not released due to failure of doors to open. Bombs later jettisoned at sea. A/A light but very little at all. of this A/C. S/L - not very active. E/A - none observed. Cloud formation made it impossible to observe any shipping in harbor. When returning from target, a red light was seen on sea about 80 miles off shore. No pictures taken.
23.45			

[Signature]
F.M. Shumaker
Colonel A.C.
Senior Intelligence Officer

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U.S. Operation Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

H.A.F. Form 441 A.

Sheet No. 8	Oprep. Ref. No.	Date. 25 July	Squadron. Hq1
Type of Aircraft. B. 17E.	Aircraft No. 2 Aircraft Letter. H	Captain Lt. C.T. Price	Lt. P.J. Kyle Lt. M.J. Suoboda Lt. B.C. Del Missier Bjelsen Klufton Blanchard Karol
		Crew.	
Time Up. 0700 Lydda Fayid 20.12			
Time Down. Lydda 04.00		Aerodrome or L.G. Fayid	
Total Time.		Lydda	
Type of Cloud. Little on the out	Amount of Cloud. 3000 ft. 6/10 scattered & 6/10 covered target. Visibility. Good General Weather.	Map or Chart	Reference. T 1/12

Task or Duty. Tobruk Shipping h x 1000 G.P. INST.

Time	Height	Place	Narrative.
23.37	20.000	Tobruk	<p>Made bombing run from E. to W. Dropped bombs in train 150 ft. apart. Aimed for center of already burning fires. Bombs seen to burst 8 10 - 11. 6 - 8 fires were burning all along the Dock side. Could see edges of buildings that were burning.</p> <p>A/A were active on West side of bay.</p> <p>No E/A seen.</p> <p>9 - 12 S/L batteries.</p> <p>A/A was not especially accurate either for height or direction.</p> <p>Nothing was seen on way home.</p> <p>No shipping was observed. A mark of cloud made observation difficult.</p>

F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT
(Part A.)

Sheet No. 7	Oprep. Ref. No.	Date. 25 July	Squadron. Hal
Type of Aircraft. B. 17E.	Aircraft No. 10	Aircraft Letter. D	Captain Capt. Rogers, D. Lt. H.P. Davis Crew. Lt. R.M. Giannini Lindley Vanderneck Koen Henderson Monday Brown
Time Up. 0700 Lydda	Time Down. 20.20 Sayid	Total Time. 03.40 Lydda	Aerodrome or L.G.
Type of Cloud. Low broken Strato-cumulus	Amount of Cloud. 4/10	Base of Cloud.	Map or Chart Reference.
Visibility. poor	General Weather. Good		T/1 (1) (me 164 20/6/42) no. 2. PRU

Task or Duty. Tobruk Harbor and Shipping 4 x 1000 (Inst.)

Time	Height	Place	Narrative.
23.35	10,000 20,000	Target	<p>Some ground fighting El-Alamein sector.</p> <p>Run made N.E. to S... - Bombs released in train (150' foot). No results observed from bombs of this A/C. Large fire noted KL 13 - 14</p> <p>A/A - light but ineffective at altitude this A/C. Some A/A been fired from ships in harbor.</p> <p>S/L - 13 lights counted - scattered.</p> <p>E/A - none.</p> <p>Nothing of interest seen on return trip.</p>

7/10
F.N. Sumaker
Colonel A.C.
Senior Intelligence Officer

SORTIE REPORT
(Part A)

Dist: - H.Q. U.S.A.A.F. M.E.
U.S. Operations Lyde
H.Q. 205 Group R.A.F.

Sheet No. 6		Opres. Ref. No.		Date, 25 July		Squadron, Hal	
Type of Aircraft.		Aircraft No.		Aircraft Letter.		Time Up.	
B. 17E.		h				0700 Lydda 20.15	
						Lydda 03.30	
						Lydda	
						Total Time.	
						Type of Cloud.	
						No cloud until Target was reached,	
						Amount of Cloud.	
						then 5/10 - 7/10	
						Base of Cloud.	
						Good	
						Visibility.	
						Good	
						General Weather.	
						Good	
						Task or Duty.	
						Shipping Tobsuk	
						h x 1000	
						G.P. INST.	

Time	Height	Place	Narrative
23.30	21.000	Tobruk	Made bombing run. First dropped 3 bombs from 5,000 ft. in train 100 ft. apart, 30.31 which started a fire. Then made 2nd run from North-East and dropped 4th bomb near the fire. Fire started by original burst had increased considerably. A really large fire.
23.31	21.000	"	When 10 miles N. out of Tobruk large flash seen fire start and spread out rapidly as it was burning on water, still seen until 35 miles away from target. 3 or 4 fires seen, dock area, widely spread. E.D. 12 to 22.
23.31	21.000	"	2 E/A seen above on starboard side. Single engine. No action.
23.31	21.000	"	10 - 12 S/L.
23.31	21.000	"	N/A - sporadic, not heavy, did not trouble this A/C.
23.31	21.000	"	No shipping observed.

R.M. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No. 5	Oprep. Ref. No.	Date. 25 July	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 18	Aircraft Letter. 0	Captain Lt. T.D. Brown Lt. W.P. Dwyer Crew. Lt. H. Davis Van Gilder Izzo Ransdell De Long
Time Up. 0700 Lydda	Time Down. 19.49 Fayid	Total Time. 02.45 Lydda	Aerodrome or L.G.
Type of Cloud. Scattered Cumulus	Amount of Cloud. 6/10	Base of Cloud. 3000	Map or Chart Reference. T/1/12)
Visibility. Fair	General Weather. Good		702164 25/6/42 no. 2 P.R.U.

Task or Duty. Tobruk Shipping End Harbor - Dock Installations 9 x 500 British (G.F.)

Time	Height.	Place.	Narrative.
	10,000	Enroute	Nothing of importance noted en route.
23.25	21,000	Target	<p>This A/C made two bombing runs - Bombs failed to release on first run W. to E.. Second run E. to S. bombs released in train (150' int.) Bomb flashes noted vicinity S 16. Numerous fires observed.</p> <p>A/A light but some bursts at level of this A/C.</p> <p>S/L numerous.</p> <p>E/A none</p> <p>No pictures taken.</p>

Jms
E.M. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H.Q. U.S.A.A.F. M.E.
Operations Lydd
205 Group R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No. 4	Oprep. Ref. No.	Date. 25 July	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 15	Aircraft Letter.	Captain Capt. Blankenhorn Lt. Leidecker Lt. Kaiser Crew. Lt. Summers Hancock Krieger Starevich Wilson
Time Up. 0700 Lydda	Time Down. 20.02 dayad	Total Time. 03.10 Lydda	Aerodrome or L.G.
Type of Cloud. low stratus	Amount of Cloud. 7/10 over target	Base of Cloud. 1500	Map or Chart
Visibility. Good	General Weather. Good		Reference. T-1/12) H.E. 164 No 2 P.R. 11 20.5.42

Task or Duty. 9 x 500 (Inst.)

Time	Height	Place	Narrative.
23.10	20,500	Target	<p>Ground fighting noted south of El-Almeia.</p> <p>1st. run N.E. to S... One bomb dropped as "sucker bait" to ascertain target. This bomb started a fire and A/A and S/L became active.</p> <p>2nd. run S. to N. - Eight bombs in train (150' int.) 11-16. Explosions and fires resulted. One large fire burning in 0 11 area.</p> <p>A/A light to medium intensity. This A/C was bounced by near explosions.</p> <p>S/L - 6 to 8 batteries.</p> <p>E/A none.</p> <p>Trip back uneventful - on course -</p> <p>No pictures taken.</p>

F. N. Shumaker
Colonel A.C.
Senior Intelligence Officer

SECRET.

TCORUK HARBOUR.

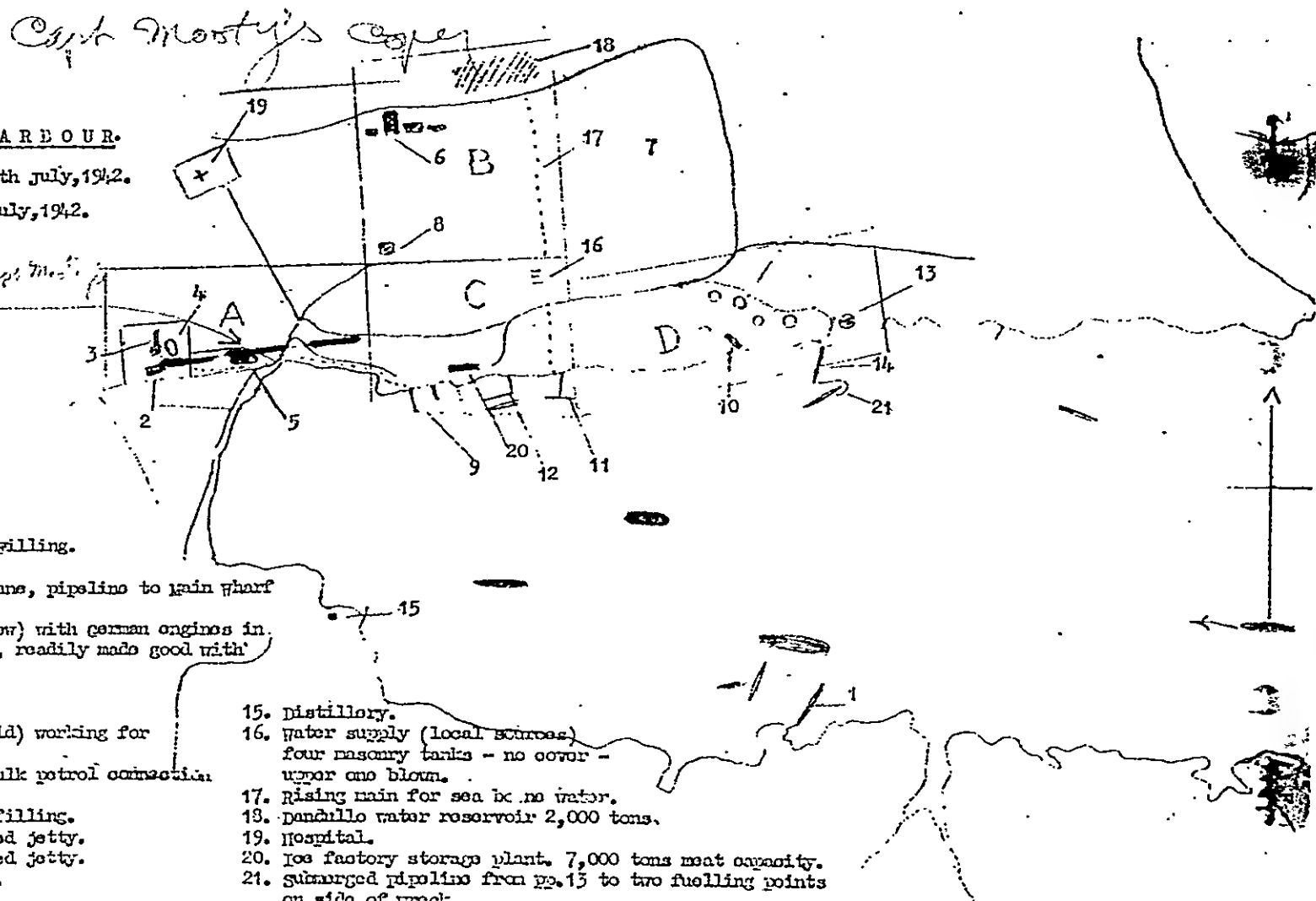
205G/T.1 (A) - 7th July, 1942.

AMENDED - 20th July, 1942.

Bonito from Capt. M...
ap: (22)

KEY-

1. Saronitas.
2. Can and lorry filling.
3. Pump House.
4. H.T. & 100 cisterns, pipeline to main wharf Jetty No.1.
5. Power House (now) with German engines in good condition, readily made good with spare parts.
6. Workshops.
7. Old air field.
8. Power house (old) working for us up to jump.
9. Main jetty - bulk petrol connection to D.I.D.
10. Can and lorry filling.
11. No.5. 'T' shaped jetty.
12. No.4. 'L' shaped jetty.
13. Naval fuel oil.
14. No.6. jetty.
15. Distillery.
16. Water supply (local sources) four masonry tanks - no cover - upper one blown.
17. Rising main for sea bc no water.
18. Pandullo water reservoir 2,000 tons.
19. Hospital.
20. Ice factory storage plant. 7,000 tons meat capacity.
21. Submerged pipeline from p.15 to two fuelling points on side of wreck.



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Operations Lydd
H.Q. 205 Group R.A.F.

SORTIE REPORT
(Part A.)

Form 441 A.

Sheet No. 3	Oprep. Ref. No.	Date. 25 July	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. Halpro 23	Captain Capt. M.T. Mooty	
Aircraft Letter. X		Crew. Lt. J.L. Yelvington	
		Lt. E.M. Duckworth	
		Kinnane Osterhaus	
		Parr Eagon	
Time Up. 0700 Lydda	from Fayad 2000 hrs. LT.		
Time Down.			
Total Time. 0305 hrs. LT. at Lydda			
		Aerodrome or L.G.	
Type of Cloud. None		Map or Chart	
Amount of Cloud.		Reference. 100 16h	
Base of Cloud. Broken cloud 6/10 to 9/10 about 2000 ft. at target.		T/(2)	20-6-12
Visibility. Good.			No. 2 P.R.U.
General Weather.			

Task or Duty. Tobruk installations or shipping. 9x500

Time	Height.	Place.	Narrative.
23.10	21000	T.	Arrived over Target area for search.
23.21	20500	Tobruk	Made run up E. to W. - (no ship in harbor could be identified) Aiming point was the line 15 to 8 - I to O.
LT			Bombs released in 150 ft. interval, one stick. All bursts were observed. A line of orange color fires immediately started coinciding with impact line of these bombs.
23.10			These fires increased and explosions commenced in this line which immediately joined into one single massive line of fire.
23.21			Impact of bombs from another Aircraft was observed - in same line, about 2 minutes later, - causing very large increase in the observed fire effect and large increase in the number of explosions. This Aircraft remained in observation of the target area for nine minutes after dropping bombs, and observed impact from two further airplanes which aimed apparently at this fire, - these two sticks missed center of fire area but started smaller fires in line, one about 600 yds. North-East, another about 100/500 yds. South of line of the original fire area.
			flames were observed to be "rolling", increasing and decreasing, but "coming back larger with each roll".
			Note: This looks like the No. 1 target in Area "A", viz. "M.T. and 100 octane pipe line main wharf, jetties No. 1" had been well destroyed by a concentration of attack from at least three airplanes, the target having been originally uncovered and disclosed by fires caused by the bombs from this airplane.

J.A. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist. U.S.A.A.F. M.E.
H.Q. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

Form 441 A.

Sheet No. 2	Oprep. Ref. No.	Date. 25 July	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 1	Aircraft Letter.	Major R.C. Sanders Captain Lt. L.A. Prchal Crew. Capt. F.H. Smith Solen McClynn Vasquez Domino
Time Up. 0700 Lydda	LT. Fayid 19.45	Time Down.	Aerodrome or L.G. Fayid
Total Time.	Lydda 02.35		Lydda
Type of Cloud.	None on way out.	Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.	Hazy,		
Visibility.	Considerable moving cloud at 4000ft over target area.		T 1/(2) - no 2 p.m. 25/6/42
General Weather.	Good		

Task or Duty. Shipping at Tobruk 9X500 G.P. 12

Time	Height.	Place.	Narrative.
LT. 23.08	21000	Tobruk	<p>Made bombing run from N.E. dropped bombs salvo on Dock area. No bursts or results seen. Area covered by belt of cloud. Tops 6000 ft. 3 to 4 miles wide completely obscured Tobruk.</p> <p>No shipping observed.</p> <p>No E/A</p> <p>8 - 10 S/L</p> <p>A/A light and ineffective at this A/C.</p> <p>Nothing observed on way home.</p> <p style="text-align: right;">F.N. Shumaker Colonel A.C. Senior Intelligence Officer</p>

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D.O. H.Q. U.S.A.A.F. M.E.
Ops. Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

Form 441 A

Sheet No. 1	Oper. Ref. No.	Date 25 July	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 14	Aircraft Letter. G.	Capt. H.E. Adams Captain Lt. L. Parker Capt. R.B. Kirkaldy Crew: Dewald Woody La Rue Orris
Time Up. 0700 Lydda	LE.	Time Down. 19.47	Fayid
Total Time. 03.00	Lydda	Aerodrome or L.G.	Lydda

Type of Cloud. Very little. Hazy	Map or Chart Reference
Amount of Cloud. but scattered cloud near Target	
Base of Cloud.	
Visibility. Good. poor at Target 6/14	T-1 (2) no 2. PRC
General Weather. Good.	24/6/42

Task or Duty. Shipping Tobruk 9.500 INST.

Time	Height.	Place.	Narrative.
23.00	22000		Reached target area. Went past. Returned when bomb flashers were seen. Area covered by cloud. low scud 8.000 ft. tops.
23.10	21000	Tob.	Made run from S.E. to N.W. and aimed bombs for Dock area through cloud in train 150 ft. apart. No bursts seen or results. No shipping seen. h S/L, ineffective A/A light and inaccurate.
23.15	17000		After bombs were dropped 2 E/A at 23000 to 25000 ft. 1 E/A closed in and fired tracer. B 24 dived. E/A did not follow. No further action. Twin engines. Nothing seen on way back.

[Signature]
F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

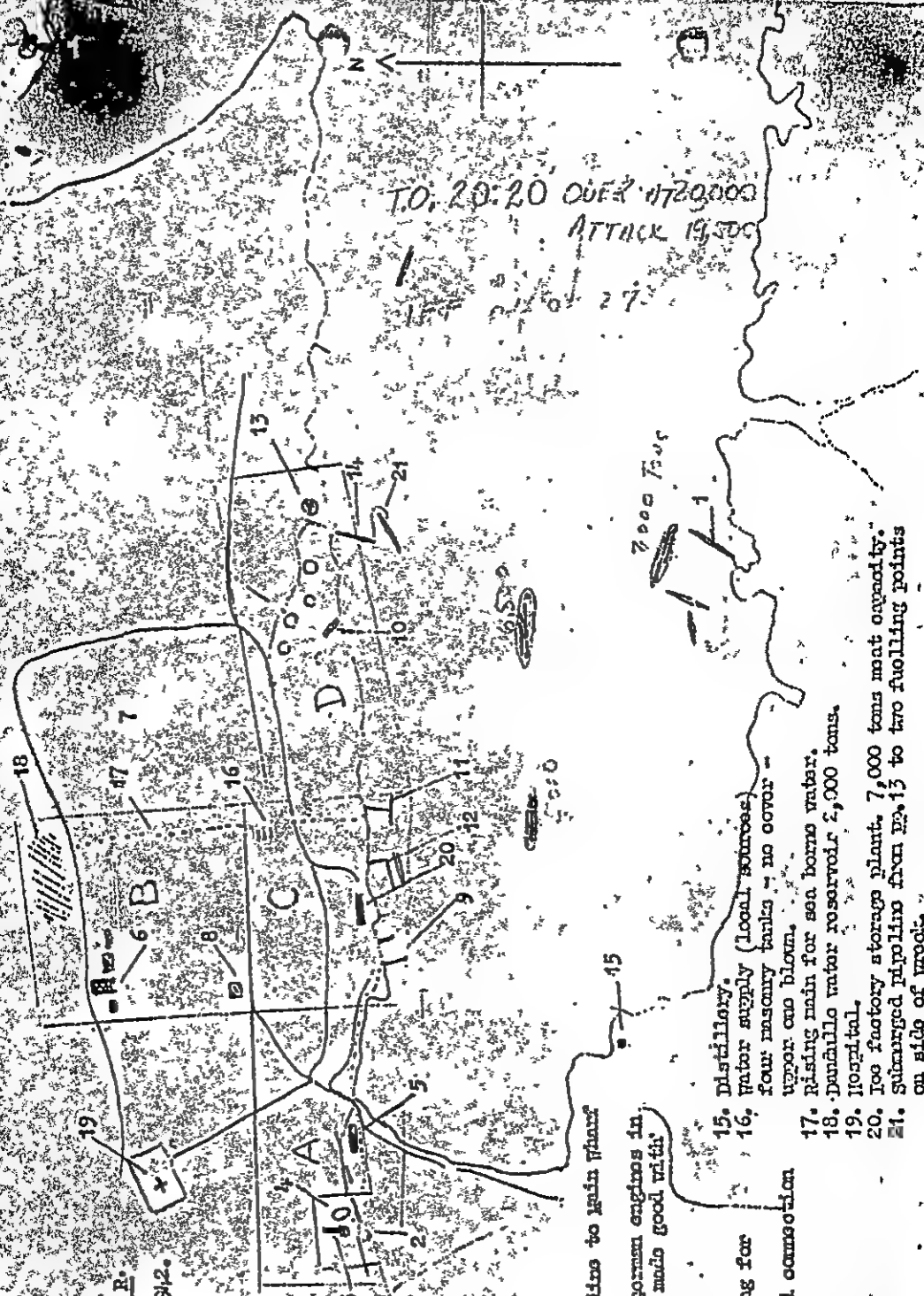
PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 31.

SECRET

TORRUK HARBOUR

205G/T.1 (A) - 7th July, 1942.

AMENDED - 20th July, 1942.



KEY

1. Serranitan.
2. Can and Lorry filling.
3. Pump House.
4. L.T. & 100 coppers, pipeline to main pump house No. 1.
5. Power House (new) with German engines in good condition, readily made good with spare parts.
6. Workshops.
7. Old air field.
8. Power house (old) working for us up to juno.
9. Main jetty - bulk petrol connection to D.I.D.
10. Can and Lorry filling.
11. No. 5, 1st shaped jetty.
12. No. 4, 1st shaped jetty.
13. Naval fuel oil.
14. No. 6, jetty.
15. Distillery.
16. Water supply (local sources) four masonry tanks - no cover - upper one blown.
17. Rising main for sea borne water.
18. Panhandle water reservoir 2,000 tons.
19. Hospital.
20. Ice factory storage plant, 7,000 tons meat capacity.
21. Submerged pipeline from 18, 15 to two fuelling points on side of wreck.

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#33

25

HEADQUARTERS

FIRST PROVISIONAL GROUP U.S.A.A.F.

MIDDLE EAST

July 25, 1942

To:-
Commanding General, Headquarters, U.S.A.A.F. M.E.

1. Enclosed are Sortie Reports of Mission #32 - First Provisional Group. There is also enclosed copy of tracing which was used for briefing this Mission. The map reference used is "ME 164. #2 P.R.U." which has not previously been used, Tobruk reporting having been previously made on map TB 1/1. A copy of map #2 P.R.U. is enclosed.
2. The following is confirmation copy of telegraphic summary of this Mission which was filed at 0530 hrs. LT. of to-day's date.

COPY

To:- Co. H.Q. U.S.A.A.F. M.E.
From:- First Provisional Group U.S.A.A.F.

26/7

MOST SECRET

Six B.24D. with nine 500 lb. each and four B.17 each with four 1000 lb. attacked Tobruk 2310 to 2340 LT. one B.24 jettisoned account bomb doors stuck. Eight to ten fires in main dock area. One very large fire which spread instantly into wide area at Northwest corner of harbor. Believe gasoline storage destroyed. Flying time ninety four hours thirty five minutes. One B.17 remained Fayad did not operate account leaking tanks.

IMMEDIATE 0530

Wiskum
F.H. Shumaker
Colonel A.C.

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U.S. Operat ns Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date: 6 August	Squadron. Hal
Type of Aircraft.	B.24D.	Captain Major J.H. Payne 1st Lt. G.E. Patterson Jr. Crew: 1st Lt. A.L. Swanebeck Sgt. R. Kessler S/Sgt. G.H. Leaman Sgt. J.J. Beatty T/Sgt. G.D. Portl.	
Aircraft No.	18		
Aircraft Letter.			
Time Up.	14.56 Lydda L.T.		
Time Down.	22.45 Lydda		
Total Time.	7 hrs. 49 min.	Aerodrome or L.G.	
Type of Cloud.	No cloud except near	Map or Chart	
Amount of Cloud.	target 4/10	Reference.	
Base of Cloud.			
Visibility.	Good	T / 1 (2)	
General Weather.	Good		

Task or Duty. Tobruk 5 x 1000 lbs. .12 T.D.

Time.	Height.	Place.	Narrative.
19:26	24000	Tobruk	<p>Made bombing run from N.W. - dropped bombs in one stick 75 ft. apart, aiming for docks. Bombs seen to burst near Derna Road. H.12 Ref. T/1(1). 1 large ship seen 28 P. Smoke from funnels, believe getting steam up. 1 ship seen 11 G. Map ref. T/1(2). No.4 engine losing complete power each minute causing A/C to surge, started fault 20 minutes from Target. This accounted for loss of altitude. Bad bombing.</p> <p>A/A - very slight from small side of Bay.</p> <p>Bombs from A/C which made run from S.W. seen to burst in land .13 N. T.1/(1) map ref.</p> <p>No E/A.</p> <p>8 photos taken.</p> <p>Nothing seen on way back.</p>

F.N. Shumaker
F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912 / P.M.E.1 - 200,000 - 2/42

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H.Q. U.S.A.A.F. M.E.
 O.G. Operations Lydda
 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No. 12	Oprep. Ref. No.	Date 28 July	Squadron. Hal
Type of Aircraft B.24D.	Aircraft No. 5	Captain 1st.Lt. Urich	1st.Lt. Schmidt
Aircraft Letter		Crew 1st.Lt. Hopkins	Williams Tunno Vannoss Walters
Time Up 11.32 Lydda	Time Down 00.01 Lydda	Aerodrome or L.O.	
Total Time 9.29	Type of Cloud	Map or Chart	
Amount of Cloud	Base of Cloud 200 miles out Bank of Strat. Cu.	Reference	
Visibility Good but hazy	General Weather Good	E.8	
Task or Duty Convoy - but attacked Suda Bay		9 x 500 G.P.	

Time	Height	Place	Narrative
20.00 20.30	15.000		West of Crete. Searched for L.V. but did not find it.
20.37	23.000	Juda Bay	Made bombing run N.W. to S.E. Dropped bombs in train 90 ft. Dropped in water N. 11. Bursts seen. No results. Claimed Med. Merchant vessel moved alongside mole N. 11. A/A from wreck york but slight generally... No. E/A. Bombs from other A/C seen to burst. N. 11. No other shipping observed in harbor.

F.N. Shumaker
 F.N. Shumaker
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

837/011 QP/1,500,000/4-42

P.T.O.

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 U.S. Operations Lydda
 H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No. 11	Oprep. Ref. No.	Date 28 July	Squadron 112
Type of Aircraft B.24D.		Captain 1st.Lt. Crouchley	
Aircraft No. 24		Crew 1st.Lt. Rhoades	
Aircraft Letter W		1st.Lt. W.R. Veyner	
Time Up 14.34 Lydda		T/Sgt. Komurke Sgt. E.F. Weingart	
Time Down 24.00		Sgt. R. Alexander Sgt. V. Sala	
Total Time		Aerodrome or L.G.	
Type of Cloud Cumulus		Map or Chart Reference	
Amount of Cloud 3/10			
Base of Cloud 2000 - 3000 ft.			S / 8
Visibility Hazy			
General Weather Good			
Task or Duty Suda Bay	9 x 500		

Time	Height	Place	Narrative
20.15	1000	Enroute	Nothing of importance to report enroute. This A/C hunted convoy for 95 min. but missed convoy.
	23,000	Suda Bay	Bombing run West to East. Bombs in train (75' interval) missed H.M.S. York which was firing light flake. Merchant shipping was not very numerous in harbor. A/A - light and accurate for range and altitude. Most of batteries in H 12, 13 & 14 area. E/A - not observed. Nothing eventful to report on return trip except that one plane (presumably our own) fired on this A/C. No pictures taken.

J. N. Shumaker
 F.N. Shumaker (497)
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

GPO 11141/1,500,000/4-42

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U.S. Operations Lyda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. 10	Oprep. Ref. No.	Date 28 July	Squadron Hal
Type of Aircraft B.24D.		Captain Major Wade	
Aircraft No. 14		Crew 1st.Lt. Anderson	
Aircraft Letter		2nd.Lt. Jones	
		2nd.Lt. Wilder	
Time Up 14.35	Lydda LT.	Sgt. Laurie	Sgt. Smith
Time Down 00.45	Lydda	Sgt. Gauthier	Sgt. Bornheimer
Total Time 10.10		Aerodrome or L.G.	
Type of Cloud Broken Scattered		Map or Chart	
Amount of Cloud 1,200 ft.		Reference	
Base of Cloud			
Visibility Hazy			
General Weather Good			
Task or Duty Convey and Suda Bay.	9 x 500		

Time	Height	Place	Narrative
19.30	16.000	Datum	Searched area but saw nothing of convoy. Two small ships seen near shore 36.12 N. 22.57 E.
20.32	21.000	Suda Bay	Made bombing run N.W. to S.E.. Bombs hung up. Turned south out to sea and finally shot them loose and jettisoned them in sea. 6 Mod. ships seen in Bay. A/A fairly heavy but direction poor, mostly from wrecked York. No. E/A.

F. H. Shumaker
(1192)
F.H. Shumaker
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/01101/1,500,000/4-42

P.T.O.

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U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. 9	Oprep. Ref. No.	Date 28 July	Squadron Hal
Type of Aircraft B.24D.		Captain 1st Lt. Oglosby	
Aircraft No. 16		Lt. Kidd	
Aircraft Letter		Crew Lt. Duckworth	
		Sgt. Walker	Cpl. Kaminska
		Sgt. Pickett	S/Sgt. Ballentine
Time Up 14.38 Lydda			
Time Down 00.38 Lydda			
Total Time 10.00		Aerodrome or L.O.	
Type of Cloud		Map or Chart	
Amount of Cloud Small amounts Stratus Cumulus		Reference S/B	
Base of Cloud			
Visibility Good			
General Weather Good			
Task or Duty	Convoy - but attacked Suda Bay 9 x 500		

Time	Height	Place	Narrative
19.30	1500	Datum	Searched area but saw nothing.
15			
20.05			
20.35	22.000	Suda Bay	Made bombing run on Suda Bay West to East. Dropped bombs in train. Aimed for 25 Q-Bombs 100 ft. apart. Bursts seen. No results observed.
			2 or 3 med. ships seen. Seen 13 L. No fires seen.
			A/A Heavy but not accurate. Only 4 batteries shooting.
			No. E/A
			Nothing seen on way back.
			A/A seen in Alexandria area.
			Radio operator picked up message re. Search between 18.30 and 19.00

F.N. Shumaker
F.N. Shumaker (argo)
Colonel A.G.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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137,011 QP/ji, 550,000/4-42

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 U.S. Operations Lydd.
 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. 8	Oprep. Ref. No.	Date, 28 July	Squadron Hal
Type of Aircraft B.24D.		Captain 1st.Lt. Whitlock	
Aircraft No. 23		Crew 1st.Lt. Medford	
Aircraft Letter X		1st.Lt. Welfare	
		Lavender Spoulding	
		Powell T.A. Smith	
Time Up 11.40 Lydda			
Time Down 00.00			
Total Time			
Type of Cloud None			
Amount of Cloud None		Map or Chart	
Base of Cloud None		Reference	
Visibility 10-20		S / 8	
General Weather Good			
Task or Duty	Juda Bn Shipping	9 x 500 G.P.	

Time	Height	Place	Narrative
	2000		En route to target trip was uneventful. This A/C was in 4th element.
20.33	20.000	Target	Bombing run S.E. Bombs dropped in train (125 interval). No results seen from bombs of this A/C - 16 smoke from stern of miship/ Two medium fires H 13 and H 11 (red flames). Two columns of black smoke I 12. A/A light but accurate for altitude. E/A - none observed. Nothing eventful on way home. No pictures taken.

F. N. Shumaker
 E. N. Shumaker (42)
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

27/011QP/1,570,000/8-42

P.T.O.

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U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. 7	Oprep. Ref. No.	Date 28 July	Squadron Hal
Type of Aircraft B.24D.		Captain Capt. Wilkinson	
Aircraft No. 21		Crew 1st Lt. Wilcox Jr.	
Aircraft Letter		1st Lt. Mallery	
		R.M. Taylor J. Trovanski	
		G.E. Salmon A.S. Wether	
Time Up 14.11 Lydda	LT.		
Time Down 0.35 Lydda			
Total Time 9.51		Aerodrome or L.O.	
Type of Cloud		Map or Chart	
Amount of Cloud 4000 ft. cloud		Reference	
Base of Cloud 5/10 at 15,000			
Visibility 1000			
General Weather 1000			
Task or Duty Search - Data Bay 9 = 500 Yds. TRIP.			

Time	Height	Place	Narrative
LT. 19.35	15,000	Suda Bay	Searched area for convoy. Nothing seen.
20.20 20.28	21,000	Suda Bay	Made bombing run from H.7. to S.3. Dropped bombs in train 75 ft. aimed for jetty H.16. Bursts seen in dock area. No fires. No results observed.
			No. B/A.
			Very little A/A from ships in Bay.
			No shipping observed.
			Nothing seen on way back.

F.N. Shumaker
F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

17/0110/1,500,000/4-42

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 U.S. Operations Lyda
 S.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. 6	Oprep. Ref. No.	Date 28 July	Squadron 1121
Type of Aircraft B.24D.	Captain 1st.Lt. Clark	1st.Lt. Clayton	
Aircraft No. 12	Crew 1st.Lt. Helms	Barinoau Hapki	
Aircraft Letter K	Barnes Knox		
Time Up 11.15 Lydda			
Time Down 00.26	Aerodrome or L.G.		
Total Time			
Type of Cloud Stratus	Map or Chart		
Amount of Cloud 3/10	Reference		
Base of Cloud 800			S / 8
Visibility Poor			
General Weather Good			

Task or Duty Suda Bay - Shipping 9 x 500

Time	Height	Place	Narrative
	1000	Enroute	Nothing unusual to report.
20.36	22.000	Target	Run made W. to E. - Salvood. Aimed at ship 11: L - missed target. Columns of black smoke 13 J - Smoke (grey) from several vessels. A/A - negligible - accurate for altitude, not range. E/A - none observed. Nothing unusual seen enroute home. Approx. 15 pictures taken.

F.H. Shumaker
 F.H. Shumaker
 Colonel A.G.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

837/011 QP/1,500,000/4-42

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 U.S. Operations Lydda
 H.Q. 205 Group B.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441A

Sheet No. 5	Open. Ref. No.	Date 20 July	Squadron 111
Type of Aircraft B.24D.	Captain Capt. Paulin	1st Lt. Peck	
Aircraft No. 15	Crew 1st Lt. Smucker	R.T. Wyson	
Aircraft Letter L	T.A. Dohaven	D.O. Luton	
Time Up 14.50 Lydda	O.H. Pearce		
Time Down 00.15	Acrodrome or L.O. Lydda		
Total Time 9 hrs. 25 min.	Type of Cloud Scattered cumulus		
Type of Cloud Scattered cumulus	Map or Chart		
Amount of Cloud Clear to 1/10	Reference		
Base of Cloud 1000	5/8		
Visibility 11/27	General Weather Good		

Task or Duty Suda Bay - Harbor Installations

Time	Height	Place	Narrative
G.T. 20.33	20,000		<p>This A/C in 11th element. This A/C made run from W. to E., mistook Canea for Candia - Bombs dropped in train 65 ft. Hits observed in 11.5 area. Smoke resulted. Suda Bay rather empty of shipping. One large ship approx. L 20 - 21.</p> <p>A/A - light but accurate for altitude. E/A - none observed.</p>

J. N. Shumaker
 (Signature)
 F.N. Shumaker
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34

GPO: 1947/1,300,000/1-47

P.T.O.

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H.Q. Operations - 4.5.
H.Q. 20th Force - 4.5.

SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No. 1	Oprep. Ref. No.	Date 28 July 44	Squadron Hal
Type of Aircraft B.24D	Captain Capt. Sibert	1st Lt. Miller	
Aircraft No. 1	Crew 1st Lt. Ebert	S/Sgt. A.C. Colt A. Filippi	
Aircraft Letter U	S/Sgt. F.S. Moran T/Sgt. D. Williams		
Time Up 14h3 Lydda	Aerodrome or L.O.		
Time Down 00.30			
Total Time			
Type of Cloud None	Map or Chart		
Amount of Cloud	Reference		
Base of Cloud	8 / 8		
Visibility Good			
General Weather Good			
Task or Duty Suda Bay Shippings	9 x 5000 G.P.		

Time	Height	Place	Narrative
20.30	23.000	Target	<p>This A/C was leading 3rd element.</p> <p>Run W. to E. - dropped in train (60 feet).</p> <p>Aimed at ship position W. 11 - 2 hits claimed on ship's bow. Several ships on fire in bay (grey smoke).</p> <p>A/A - light - negligible.</p> <p>E/A - none observed.</p> <p>2 (approx. 8000) ships 40 miles offshore.</p> <p>36 - 10 - 22 - 55 E.</p> <p>Several pictures taken.</p>

J. M. Shumaker
 J. M. Shumaker
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34

27/CH/CP/1, 500, 000/1-42

P.T.O.

0867

THIS PAGE

 Dist: H.Q. U.S.A.I.F. M.E.
 U.S. Operations Lydd
 H.Q. 205 Group R.A.F.

 SORTIE REPORT
 (Part A)

R.A.F. Form 441 A

Sheet No. 3	Oper. Ref. No.	Date 28 July	Squadron Hal
Type of Aircraft B.24D.	Time Up 11.30 Lydd	Major Payne Captain 1st Lt. C.E. Patterson 1st Lt. O.C. Bryant Crew O.J. Portl J.H. Logan R. Rosaler J.J. Doatty Jr.	
Aircraft No. 18	Time Down 00.05	Acrodrone or L.O.	
Aircraft Letter 0	Total Time 09.35		
Type of Cloud Broken cloud. Scattered near	Amount of Cloud Target area.	Map or Chart Reference	
Base of Cloud Poor. 15-20 miles.	Visibility Good.	0 5/8	
General Weather Good.	Task or Duty Convoy. Suda Bay.	9 x 500 L.O.P.	

Time	Height	Place	Narrative
19.30			Searched area. 35.10 W. 36.15 N. but
15			22.15 E. 22.50 E.
20.15	1600		Saw no convoy. Decided bomb Suda Bay.
20.34	2100	Suda Bay	Made bombing run from West to East and bombed 3 ships 15 N. Bombed in train 75 ft. apart. Bursts seen. Near misses claimed. Bursts of bombs from other A/C seen in Dock area South side of Bay.
			6 Ships in Bay firing N/A. Good for altitude but not direction. Believe to be warships.
			No. E/A.
			Photos taken.
			Journey back uneventful.

 J.N. Shumaker
 F.H. Shumaker (wgt)
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant provisions in H.Q. R.A.F. M.E. Instruction 24.

CROUPTON 5310 1-43

0866

THIS PA

Dist: H.Q. U.S.A.A.P. M.E.
 U.S. Operations Lydda
 H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 411 A

Sheet No. 2

Circ. Ref. No.

Date 20 July

Squadron H2

Type of Aircraft B.24D.

Aircraft No. 2

Aircraft Letter Y

Capt. J.M. Toomey
 Lt. W.J. Broadwell
 Lt. J.O. O'Keefe

Crew:
 Sgt. Jenkins B.C. M.J. Baker
 O.G. Hurdley S.C. Brown
 R.A. Black Yokopinto
 Paylock

Time Up 14.33 Lydda

Time Down 23.55 Lydda

Total Time

Aerodrome or L.O.

Type of Cloud Cumulus

Amount of Cloud Clear to 8/10

Base of Cloud 1000

Visibility Good

General Weather Good

Map or Chart

Reference

S / 8

Task or Duty Suda Bay

Time	Height	Place	Narrative
	1000	Enroute	This A/C in 1st element. En route to target uneventful.
20.45	21,000	Suda Bay	Bombing run W. to East and bombs dropped. Salvo: No results observed. N/A ineffective - low altitude pompano. E/A - none observed. Considerable action in battle area El-Almein. No pictures taken. A.S.V. equipment not practical at this altitude according Capt. of this crew.

J. N. Shumaker
 P.M. Shumaker
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant forms in H.Q. R.A.F. M.E. Instruction 24

on 07/20/49 100 000 000

P.T.O.

0865

Dist:- H.Q. U.S.A.A.F. E.R.
H.B. General's Table
H.Q. 205 Group U.S.A.F.

R.A.F. 441A

Sheet No. 1	Opern. Ref. No.	Date 28 July	Squadron 111
Type of Aircraft B.24	Aircraft No. 22	Aircraft Letter	Captain Capt. Crawford Crew Lt. J. J. Kimball Loaders J. J. Lober, J. J. Hallard Roman
Time Up 14.55 Lydda	Time Down 00.15 Lydda	Total Time 9.50	Acrodrone or L.O.
Type of Cloud Partly Strat. Cu. on horizon	Amount of Cloud 15.000	Base of Cloud 10000	Map or Chart Reference 18/0
Visibility 10000	General Weather Good	Task or Duty 2 x 500 O.R. mine	

Time	Height	Place	Narrative
19.55 20.15	1500	Datum Line	Nothing seen, after carefully searching area.
20.35	20,500	Navia	Made bombing West to East. Jaws down on in train 75 ft. apart. Aerial bombs for large ship 13 ft. Bursts seen on ship, direct hit claim. Large columns of smoke seen. Yellowish smoke. No fires observed, may be wreck. 3 smaller ships seen south by. K.11 & 12. Very little M.A. ineffective. Nothing happened on way home.

F.N. Shumaker
 F.N. Shumaker (699)
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro forms in H.Q. R.A.F. M.E. Instruction 24.

0270109P0.500.000/4-07

PTC

498

10

Senior Intelligence Officer
Colonel A.C.
F.H. Shumaker

(dm)
[Handwritten signature]

IMMEDIATE 0115

Twoavo B.211 failed locate enemy. Attached Suda Bay
alternate target. Shipping in harbor negligible. Hits on ships
and wreck. One airplane, jettisoned bombs as bomb doors failed to
open. Bomb load 9 x 500 lbs. each n/c - Operation hours 115 hours
59 minutes.

HOST SECRET

U.S.A. 99 July 29

From: Halverson

To: H.Q. U.S.A.A.F. M.E.

COPY

1. Enclosed are Sortie Reports covering Mission No. 33 U.S.A.A.F., Lydda, attack on harbor and shipping at 6/0.
2. The following is continuation copy of teletype summary of mission, which was filed for radio transmission to you 0115 hours LT, July 29th, 1942

To: Commanding General, Headquarters, U.S.A.A.F. M.E.

July 29, 1942

U.S.A.A.F. MIDDLE EAST AIR FORCES

FIRST PROVISIONAL BOMB GROUP (II)

HEADQUARTERS

PART B (on reverse) to be completed according to relevant pro-forma in HQ. R.A.F. M.F. Instruction 34.

Jameson Intelligence Director

9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 8

2000

*prola qdo v/r qd

Notwithstanding, this agent's investigation, and proceeded to Lytle house without delay.

[illegible][illegible]

of said lever almost instantly.

[illegible]

[illegible]

1. The first machine, first

STAY TO REMEMBER OUR SONGS WITH AMERICA IN YOUR MIND

occurred "as a position in the element."

| Sheet No. | Oprrp. Rpt. No. | | Date 30 July | | Squadron | Initial |
|------------------|---------------------------------|------|----------------------|-------------------|----------|---------|
| Type of Aircraft | B. 24B. | | Captain | 1st. Lt. Lock | | |
| Aircraft No. | 12 | | Crew | 1st. Lt. Lockford | | |
| Aircraft Letter | J. | | | 1st. Lt. Lockford | | |
| | | | | 1st. Lt. Lockford | | |
| Time Up | 11:12 | Lyda | | | | |
| Time Down | 0 11:5 | P.T. | | | | |
| Total Time | 11 hrs 23 mins. | | | | | |
| Type of Cloud | Low cumulus | | Map or Chart | | | |
| Amount of Cloud | 3/10 to 8/10 | | Reference | | | |
| Base of Cloud | Heavy | | r/o covering bay and | | | |
| Visibility | Good | | lylos. | | | |
| General Weather | No cloud near target | | | | | |
| Task or Duty | Target only in H/O (off Havana) | | | | | |
| | 5/100 S.A.I. | | | | | |
| Height | | | | | | |
| Place | | | | | | |
| Narrative | | | | | | |

(Y 149)

SORTIE REPORT

R.A.F. Form 441 A.

U.S. DEPARTMENT OF AGRICULTURE
BUREAU OF PLANT INDUSTRY

-:2540

31

District:- H.K. U.S.A., L.A.
L.J. Gns. Lydda
H.K. 20. Group H.K. 27.

51

| Sheet No. | Opres. Ref. No. | Type of Aircraft | Aircraft No. | Aircraft Letter | Time Up | Time Down | Total Time | Type of Cloud | Amount of Cloud | Base of Cloud | Visibility | General Weather | Task or Duty |
|-----------|-----------------|------------------|--------------|-----------------|------------|-----------|------------------|---------------|-----------------|---------------|------------|-----------------|---------------------|
| | | B. 24 D. | 23 | U. | 14.05 1944 | 01.34 | 11 hrs. 30 mins. | Low cumulus | 3/10 - 11/10 | 1000 | Hazy | Good | Target ship in 11.0 |
| | | | | | | | | | | | | | 5 X 1000 |

| Date of duty | Squadron | Captain | 1st. P.D. Brown | 1st. A.D. Dwyer | 1st. W. Davis | Crew | Van Wilder | Kansdell | Irremer | Belong |
|--------------|----------|---------|-----------------|-----------------|---------------|------|------------|----------|---------|--------|
| | | | | | | | | | | |

| Map or Chart | Reference |
|--------------|-----------|
| | 11/0 |

Aerodrome or L.G. *Lydda*

| Time | Height | Place | Narrative |
|------|--------|-------|-----------|
| | | | |

| | | |
|--------|--------|---|
| 20,000 | Target | <p>En route to Target uneventful</p> <p>Bombing run west to East. Bombs released in salvo. Fell short by several hundred yards of ship which was approx. 5 1/2 N flying target</p> <p>A/V. 1 - 1 light and inaccurate</p> <p>E/V - none observed.</p> <p>Trip back uneventful. no ship approx. 30 miles S. of base - well lit.</p> <p>No picture taken.</p> |
|--------|--------|---|

Colonel A.C.
R. Chandler
Border Intelligence Officer

PART B, on reverse to be completed according to relevant pro-forma in HQ. R.A.F. M.E. Instruction 34.

2025-01-06 11:50 AM - 12

THIS PA

Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Ops. Lydda
H.Q. 20, Group R.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441 A.

| | | | |
|------------------|--------------------|--------------------------------|--------------------------------|
| Sheet No. | Oprep. Ref. No. | Date 30 July | Squadron Hal |
| Type of Aircraft | B. 24D. | Captain | Major Sanders |
| Aircraft No. | 22 | Crew | Lt. Frchal
Capt. F.H. Smith |
| Aircraft Letter | | Solen | McGlynn |
| | | Vasquez | Domino |
| Time Up | 13.46 Lydda | | |
| Time Down | 02.00 Lydda L.T. | | |
| Total Time | 12 hrs. 14 mins. | | |
| | | Aerodrome or L.G. <i>LYDDA</i> | |
| Type of Cloud | | Map or Chart | |
| Amount of Cloud | Very little | Reference | |
| Base of Cloud | | | |
| Visibility | Good | | |
| General Weather | Good | | |
| Task or Duty | Shipping Nav. rino | 5 X 1000 G.P. .12. | |

| Time | Height | Place | Narrative |
|------|--------|-------|--|
| 2042 | 19,500 | Nav. | <p>Nothing of note observed on way out.</p> <p>Made bombing run from W.S.W. on to large ship 600 yds. N.E. of Gialova. Dropped bombs in train 75 feet apart. Bursts seen in water. No hit claimed. Flak from this ship. 4 Destroyers seen on E. of Sphacteria Island near Tomb. firing Flak. did not reach aircraft height.</p> <p>A/A. from this island and mainland - only three Batteries</p> <p>Six small ships anchored at Pylos.</p> <p>No E/A</p> <p>1 Med. size Merchant Vessel anchored - 10 miles south of Bay</p> |

F.H. Shumaker
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

807/0110P/1,500,000/4-42

P.T.O.

0859

PART B (on reverse) to be completed according to relevant pro-forma in I.L.G. K.A.F. M.E. instruction 14.

Colonel A.C.
Senior Intelligence Officer

Information seen on way back.

•Y/E OH

A large ship seen between Johnston Island and Hawaii.

1/1. came up from Los Angeles and stayed at Hotel
 1/1. (5) Five ships (and) anchored at 1/1.

Lake bombing run "C" to E. over north of Jonsdættir, 15 bombs dropped in train 75 ft. intervals. Five bursts seen in shallows just "C" of jetty. No J.

• 700 1/2 20 2000 2000 000

| Time | Height | Place | Narrative |
|------|--------|-------|-----------|
|------|--------|-------|-----------|

Task or Duty : 5 x 1000. g.f. . 12

| | | | |
|------------------|-----------------------------|--------------|--|
| Sheet No. | Oprrp. Ref. No. | Date 30 July | Squadron |
| Type of Aircraft | B. 21D. | Captain | 1st. Squad
Lt. Gritschfeld, H.B.
Lt. Hannah, " " |
| Aircraft No. | 16 | Crew | 1st. Squad
Lt. Gritschfeld, H.B.
Lt. Hannah, " " |
| Aircraft Letter | 11.10 Igda | | Londonen, H.B.
Marchese, F.T.
Zehrer, C.J. |
| Time Up | 12.20 Igda L.C. | | |
| Time Down | 14 Hrs. 4 min. | | |
| Total Time | Broken cloud 100 miles 7/10 | | |
| Type of Cloud | Amount of Cloud | Map or Chart | Reference |
| 11.10 Igda | 3,000 ft. | | 1.6 |
| Visibility | Good | | |
| General Weather | Good | | |

R.A.F. Form 441 A.

SORTIE REPORT

(Y 1204)

U.S. Dept. of Justice
Federal Bureau of Investigation
Washington, D.C. 20535

THIS PAGE

Dist- 11.2. U.S. ...
U.S. ...
U.S. ...

R.A.F. Form 41 A

SORTIE REPORT
(Part A)

| | | | |
|-------------------------|----------------------------|--------------|--------------|
| Sheet No. | Open Ref. No. | Date 30 July | Squadron 111 |
| Type of Aircraft D. 21D | Captain ... | Crew ... | Sparks |
| Aircraft No. | ... | ... | ... |
| Aircraft Letter | ... | ... | ... |
| Time Up 1420 Lydda | Aircraft No. or L.O. Lydda | | |
| Time Down 20.45 L.T. | | | |
| Total Time 6 hrs 24 min | | | |

| | |
|-----------------|--------------|
| Type of Cloud | Man or Chart |
| Amount of Cloud | Reference |
| Base of Cloud | |
| Visibility | N/G |
| General Weather | |

Task or Duty Shipping ... S.Y. 1000 103 S.A.P. 12

| Time | Height | Place | Narrative |
|------|--------|---------------|---|
| 1805 | 10000 | S.E. of Crete | Technical petrol fault, turned round and came back to Lydda. Did not operate. Bombs brought back. |

Sms
 ...
 Colonel A.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro forma in H.Q. U.A.F. M.C. Instruction 34.

ST. OHOP 200,000-1-1

P.T.O.

0857

I: Dist:- H.Q. U.S.A.A.F. M.B.
 U.S. Ops. Lydda
 H.Q. 201 Group R.A.F.

SORTIE REPORT (Part A)

| | | | | | | |
|------------------|---------------------------------|-------------------|---------------------|---------|----------|-----|
| Sheet No. | 3 | Oprep. Ref. No. | Date | 30 July | Squadron | 111 |
| Type of Aircraft | B. 24D. | Captain | Capt. M.A. Fountain | | | |
| Aircraft No. | 15. | | Lt. H.O. Angel | | | |
| Aircraft Letter | | | Lt. A.J. Rodriguez | | | |
| | | Crew | Sgt. A.E. Hecley | | | |
| | | | Sgt. J.E. Jane | | | |
| | | | Sgt. J. Wells | | | |
| | | | Sgt. M. Combs | | | |
| Time Up | 11.21 Lydda | | | | | |
| Time Down | 02.00 L.T. | | | | | |
| Total Time | 11 hrs. 36 min. | Aerodrome or L.G. | Lydda | | | |
| Type of Cloud | Low scattered cloud on way back | Map or Chart | | | | |
| Amount of Cloud | | Reference | | | | |
| Base of Cloud | | | | | | |
| Visibility | Good | | | | | |
| General Weather | Good | | 11/6 | | | |
| Task or Duty | Shipping, Havarino Bay | | 5 x 1000 G.P. 12. | | | |

| Time | Height | Place | Narrative |
|------|--------|-------|---|
| | | | Nothing of note on outward journey |
| 2030 | 20,000 | Hav. | <p>Lade bombing run from West to East. Bombs hung up. Aircraft was turned South. Bombs salvoed. No bursts seen or results. 1 large ship off yards S.W. of Sialova, 4. Ship anchored East of Sphacteria Island. Flak.</p> <p>One Destroyer going South out of Bay.</p> <p>A/A from north of Kylos. 2 Batteries 1 Battery south of Sphacteria Island.</p> <p>Fairly accurate and heavy</p> <p>No E/A.</p> |
| 2040 | | | <p>Four bursts from another aircraft seen near Destroyers East coast of Sphacteria and also small fire S and E of Island.</p> <p>Photo. taken.</p> |

J.H. Sumaker
 Colonel M.C.
 Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

Colonel A.C.
Senior Intelligence Officer.

[Signature]
F. H. C. C. C.

Major far of was under repair and should have been in harbor. Have requested early morning reconnaissance from Malta. Seven destroyers, one cruiser and major far of but unconfirmed. Target believed to have been hit by at least one bomb released towards. Seven attacked. Three had bomb return after five hours out. One had inoperative fuel transfer system bombs and landed safely. One liner type on take-off postponed objective convey in Havana Bay. One liner type on take-off postponed. Mine 11. 2nd's departed 1400 have loaded five 1,000 lb. A.P.

U.S. 108 31/7

From: 1st Nov. Bomb Group

To: H. C. C. C. C. A. P.

COX

2. The following is confirmation copy of teletype message of this station which was filed for radio transmission to you at 0300 hours 11/7. July 31st, 1942.

1. Enclosed are battle reports covering station No. 30, U.S.A. A.P. 14/4, attack on shipping at 11/6.

To: Commanding General, Headquarters, U.S.A. A.P. 1.5.

July 31 1942.

HEADQUARTERS
FIRST PROVISIONAL BOMB GROUP (H)
U.S.A. A.P. 14/4. BASE AIR FORCE

SORTIE REPORT
(Part A)

| | | | | | | |
|------------------|-----------------|--------------------|---------------------|---------|----------|-----|
| Sheet No. | | Oprep. Ref. No. | Date | 30 July | Squadron | Hal |
| Type of Aircraft | B. 17 E. | Captain | Lt. J.J. Kram: | | | |
| Aircraft No. | 8 | | Lt. V.N. Bartolomei | | | |
| Aircraft Letter | | Crew | Lt. A.S. Flores | | | |
| | | Sgt. R.H. Barnes | Sgt. G... Abraham | | | |
| | | T/Sgt. J.E. Klisch | Sgt. H... Lopes | | | |
| | | Sgt. J. Tahir | Sgt. R.E. Gilbert | | | |
| Time Up | 0603 Lydda | | | | | |
| | 2305 Fayid | | | | | |
| Time Down | 0258 Lydda | | | | | |
| Total Time | 4 hours 7 mins. | | | | | |
| | | | | | | |
| Type of Cloud | Clear | | | | | |
| Amount of Cloud | | | | | | |
| Base of Cloud | | | | | | |
| Visibility | Fair to good | | | | | |
| General Weather | weather good | | | | | |
| Task or Duty | harbor Tobruk | - | 4 X 1000 lb. G.P. | | | |

| Time | Height | Place | Narrative |
|------|--------|----------|--|
| 0410 | 10,000 | En route | <p>No. 2. engine failed - returned to Igloa base account
unable to make schedule.</p> <p><i>Jms</i>
 <u>Colonel A.C.</u>
 <u>Senior Intelligence Officer</u></p> |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Ops. Lydda
H.Q. 205 Group U.S.A.F.

SORTIE REPORT (Part A)

| | | | |
|------------------|-----------------------------------|-------------------|---|
| Sheet No. | Opreg. Ref. No. | Date 30 July | Squadron 1st |
| Type of Aircraft | B. 17E. | Captain | Lt. C.A. Murphree
Lt. H.S. Milner
Lt. L.H. Gordon |
| Aircraft No. | 6 | Crew | 1/Sgt. L.A. Stevens
Pte. J.S. Sims
Pte. E.B. Fletcher |
| Aircraft Letter | | | Sgt. E.G. Harris
Sgt. H.L. Brun
Hicks |
| Time Up | 07.52 Lydda
2300 Fayid | | |
| Time Down | 06.15 Lydda | | |
| Total Time | 7 hrs. 15 mins. | Aerodrome or L.G. | Lydda |
| Type of Cloud | | Map or Chart | |
| Amount of Cloud | Practically none | Reference | |
| Base of Cloud | No cloud over target. slight haze | | |
| Visibility | Good | | |
| General Weather | Good | | T/1 |
| Task or Duty | Shipping at Tobruk | B x 500 G.I. | |

| Time | Height | Place | Narrative |
|------|--------|--------|---|
| 0230 | 1900 | Tobruk | <p>Nothing observed on way out</p> <p>Made bombing run from E. to W. on north side of bay. Dropped Bombs in train 100 ft. apart nr. jetty V. No bursts seen. Two bright lights orange coloured. One 20 miles E and one 20 miles West near coast line. Steady light could be seen 20 miles away, perhaps beacons.</p> <p>Searchlights - 13 batteries of 2 each Searchlight.</p> <p>A.A - all bursts 2-3,000 ft below this aircraft.</p> <p>No E/A</p> <p>Nothing of note on way back</p> <p>No shipping observed, slight haze.</p> <p><i>J. M. Shumaker</i>
Colonel A.C.
Senior Intelligence Officer</p> |

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

SORTIE REPORT

(Part A)

| | | | |
|-----------|----------------|--------------|----------|
| Sheet No. | Oper. Ref. No. | Date 30 July | Squadron |
|-----------|----------------|--------------|----------|

| | | | |
|------------------|-----------------|---------|--------------------------------------|
| Type of Aircraft | B. 17A. | Captain | Lt. J. J. DeLong |
| Aircraft No. | 2 | Crew | Lt. J. J. DeLong
Lt. J. J. DeLong |
| Aircraft Letter | | | |
| Time Up | 11:00 | | |
| Time Down | 0:20 | | |
| Total Time | 7 hrs. 30 mins. | | |

| | | | |
|-----------------|-----------|-----------------|-------------|
| Type of Cloud | Scattered | Amount of Cloud | 3/10 - 1/10 |
| Base of Cloud | | Visibility | Good |
| General Weather | Good | Task or Duty | Attack |

| | | | |
|------|------|--------|------|
| Time | 1600 | Height | 1000 |
|------|------|--------|------|

| | | | |
|-------|----------|-----------|------|
| Time | 1600 | Height | 1000 |
| Place | Location | Narrative | |

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

PART B (on reverse) to be completed according to relevant pro-forma in ILO, R.A.F., M.F.E. instruction 34.

National Intelligence Office
 London W.C.
 10/11/44

| Time | Height | Place | Narrative |
|------|--------|--------|---|
| 0225 | 1500 | Robert | 1; to 20 miles N. of Tobruk saw what 1st in water -
holloved fire.
20 miles N. of Tobruk still in fire
made bombing run N. to drop of bombs in front. 100 ft. apart.
aimed for lights on shore V. Four minutes soon. No
results observed.
Fire soon near 18, large and spreading.
Light in water 32.40 N. 27.10. White smoke light
No N/A.
at least 30 N/A. Aircraft soon came in cono.
N/A - light but more bursts with this aircraft.
No strike observed in 1 hour. |

[illegible]

R.A.F. Form 441 A.

SORTIE REPORT

(Y 100)

W.D.

PART B (on reverse) to be completed according to relevant pro-forma in H 2, R.A.F. M.E. Instruction 34.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 08-19-2007 BY [signature]

03.30 M. I. } Long. 25-15.5
Lat. 32-40 N. }
E/A none observed
00 miles to the left, vessel spotted -
and of distance - approximately 15-20 miles.

Searchlight estimated at 20 - string at 1935.
 spotted in general area 1114-1110
 1135-1131.

at 1435 (1) may agree at what appeared to be dark
 this aircraft did not observe any activity and would attend
 at 1435 (1) may agree at what appeared to be dark
 blotch on the ground run from S.E. to N.W. Four
 minutes out of target large orange-red flares observed
 but could not be pinpointed. No flare observed on run in.
 A/V. Estimated 30 heavy guns directed in my area
 1435-1437. This aircraft not aware of any other
 1437-1438

| Sheet No. | Date | Squadron |
|------------------|--------------------|---|
| Type of Aircraft | Captain | Lt. C.E. Price |
| Aircraft No. | Crew | Lt. R.J. Ideckson
Lt. L.J. Snoboda |
| Aircraft Letter | | Lt. B.C. Del Hissler
Sgt. J.L. Bucher
Sgt. J.O. Milston
Sgt. W.W. Blanchard
Sgt. W.C. Harol |
| Total Time Up | 075 - | Iyda |
| Time Down | 2250 | Fay Id |
| Total Time | 0630 | Iyda |
| | 7 hrs. 40 mins. | |
| Type of Cloud | Scattered overcast | |
| Amount of Cloud | 3/10 - h/10 | |
| Base of Cloud | Good | |
| Visibility | Good | |
| General Weather | | sp. cl |
| Task or Duty | Shipping at Hobart | E X 500 G.P. (Mtl.)
3 sec. t.d. |
| Height | Place | Narrative |

SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Encl:- Five Corbie Reports
One Map - ref. 1/1. July 1942.

Colonel A.C.
Center Intelligence Officer.

[Signature]
Colonel A.C.

Five B.17s. aircraft attached to our area last night. One returned by day account motor failure. Time over target 0200 to 0300 local time. Altitude 10,000 to 20,000. Low to five observed area six. Medium fire area eighteen. Map reference 1/1 dated July 1942. W/A heavy but inaccurate. Total operational hours - 14 hours 2 minutes. Total bomb weight 10,000 pounds.

From:- 1st Prov. Bomb Group

To:- ... U.S.A.A.F. H.E.

U O P I

1. Enclosed are Corbie Reports covering Mission No. 35 U.S.A.A.F. H.E., attack on harbor and shipping at 1/1. Also enclosed is a map, reference 1/1, revised July, 1942.
2. The following is confirmation copy of teletype message of this mission which was filed for radio transmission to you 0630 hrs. 1/1. July 31st, 1942.

To:- Commanding General, Headquarters, U.S.A.A.F. H.E.

July 31 1942.

HEADQUARTERS
FIRST ROYAL AIR FORCE GROUP (H)
U.S.A.A.F. H.E. AIR FORCE

[Handwritten mark]

Dist: - H.Q. U.S.A.A.F. M.B. -
 U.S. Operations Dept.
 H.Q. 205 Group R.A.F. (Part A)

Sheet No. _____
 Date, 1 August _____
 Squadron, Hal _____

Type of Aircraft, B-24D.
 Aircraft No. 23
 Aircraft Letter.
 Lt. Sturkie
 Captain Lt. Snore
 Lt. Moore
 Crew, Lt. Straut
 Pto. M.A. Trumble Pierce
 P.R.C. Jenkins Burdette

Time Up. 1:20 hrs. Lydda
 Time Down. app. 00:45
 Total Time. 10 hrs. 25 min.
 Aerodrome or L.G. _____

Type of Cloud.
 Amount of Cloud.
 Base of Cloud.
 Visibility.
 General Weather.
 Map or Chart
 Reference.
 Naval Hydrographic
 Mediterranean.

Task or Duty. Attack on Moving * x 1000 GP. 12.
 2 x 500 GP. 12.

| Time | Height | Place | Narrative |
|------|--------|-------|-----------|
| | | | |

This aircraft crashed in landing at Lydda.
 Under shot the field and flew into the ground -
 ship caught fire and burned. Papers collected
 from ship wreckage are at present undergoing
 investigation.

Shumaker
 Colonel A.C.
 Senior Intelligence Officer.

LIST OF CASUAL

Pilot: and Lt. Howard N. Sturkie; O-437903
 Note: Lt. Sturkie alive in Hospital.

The following men are listed as deceased:

Co-pilot: and Lt. Glenn B. Swope, O-437902
 Navigator: and Lt. Lamar C. Moore, O-660884
 Bombardier: and Lt. Matthew B. Straut, O-413953
 Radio Op.: PFC. Nicholas C. Jenkins, 14072553
 Tail Gunner: CPL. Edwin A. Trumble, 18114762
 Aerial Eng.: PVT. Harold L. Burdette, 37174829
 Engineer: C/Sgt. Glenn H. Pearson, 34044085

Dist: - H. 105 Group R.A.F. M.
U.S. Operations Lydda
H. 105 Group R.A.F. (Part A)

R.A.F. Form 441 A.

SORTIE REPORT

| | | | |
|---------------------------------------|-------------------------|---------------|--------------|
| Sheet No. | Oprep. Ref. No. | Date 1 August | Squadron Hal |
| Type of Aircraft B. 24D. | Captain Lt. Galsby S.R. | | |
| Aircraft No. 16 | Lt. J.W. Kidd | | |
| Aircraft Letter M | Crew Lt. J.M. Duckworth | | |
| | Sgt. J.R. Walker | | |
| | Sgt. E.B. Rickett | | |
| | Cpt. J.S. Kaminska | | |
| | S/Sgt. H.R. Ballentine | | |
| Time Up 1430 hrs. Lydda | | | |
| Time Down 0018 | | | |
| Total Time 9 hrs. 48 min. | Aerodrome or L.G. Lydda | | |
| Type of Cloud Scattered Cumulus | Map or Chart | | |
| Amount of Cloud 1/10 | Reference | | |
| Base of Cloud 2500 | | | |
| Visibility Good | | | |
| General Weather Good | | | |
| Task or Duty Convoy in Mediterranean. | 5 x 1000 G.F. | | |

| Time | Height | Place | Narrative |
|-------|-----------|--------|--|
| 19:54 | 15000 ft. | Target | <p>This A/C in second element. Made run diagonally across Target.- Dropped bombs in 100 foot interval.- Range good.- Deflection off to left.- Vessel turned right and bombs hit about 500 ft. to left. Target was M.V. escorted by 2 naval vessels. Observed bomb bursts of previous 6 A/C and described as dispersed closely around target but no hits observed.</p> <p>A/A - Escorting M/V's fired pom-pom at formation.</p> <p>S/A - Single engine A/C observed at 1000 ft. altitude. No action.</p> <p>At approximately 20:05 on course 105° from Target long wide wake observed on water ending abruptly - possible submarine.</p> <p>Remainder of trip uneventful.</p> <p>No pictures taken.</p> |

J.N.S.
J.N. Shumaker
Colonel A.S.
Senior Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

REF. 01107/1,500,000/4-42

P.T.O.

| | | | | | | | |
|------------------|-----------|-----------------------|---|-------------------|--|--|--|
| Sheet No. | | Oper. Ref. No. | | Date 1 August | | Squadron Hq1 | |
| Type of Aircraft | | B-4D | | Captain | | Capt. J.W. Sibart
Lt. H.G. Miller
Lt. H.W. Sbart
S/Sgt. H.W. Weeks
S/Sgt. Moran
Cpl. A. Whipp
S/Sgt. D.J. Williams | |
| Aircraft No. | | 1 | | Crew | | | |
| Aircraft Letter | | U | | S/Sgt. Williams | | | |
| Time Up | | 1425 Lydda | | Time Down | | 0010 Lydda | |
| Total Time | | 9 hrs. 45 min. | | Aerodrome or L.G. | | | |
| Type of Cloud | | Scattered Stratus | | Map or Chart | | | |
| Amount of Cloud | | 1/10 | | Reference | | | |
| Base of Cloud | | 1000 | | | | | |
| Visibility | | Good | | | | | |
| General Weather | | Good | | | | | |
| Task or Duty | | Coy at Mediterranean. | | 2 x 500 G.P. | | 4 x 1000 G.P. | |
| Time | Height | Place | Narrative | | | | |
| 19:54 | 15000 ft. | Target | Bombing was made from a 60° angle across target. -
Range Good. - Deflection poor - missed by 500 feet.
This crew did not observe any hits registered on
the V.
A/A - None observed.
S/A - Two observed. - thought to be in SE - 1000 ft.
Altitude. - No action.
Wake of submarine observed - 33:30 N. 23:50 W.
Nothing of importance observed on home trip. | | | | |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.
P.T.O.

W.E. Chubb
Colonel
Gen or Intelligence Officer

Two destroyers were convoying - both in front of Target Vessel.

Upon leaving target, the target was observed to have turned 90° to right and stopped. Destroyers spread out right and left for evasive action.

F. W. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Operations Lyda
H.Q. 205 Group R.A.F.

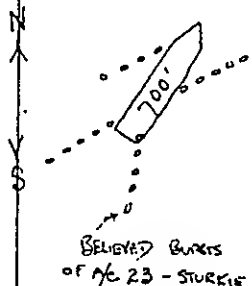
SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

| | | | |
|------------------------------------|-----------------|----------------------------|---------------|
| Sheet No. | Oprep. Ref. No. | Date. 1 August | Squadron. Hal |
| Type of Aircraft. B.24D. | | Captain Lt. M.A. Crouchley | |
| Aircraft No. 24 | | Crew. Lt. F.W. Milan | |
| Aircraft Letter. W | | Sgt. W.R. Joyner | |
| | | S/Sgt. Komurke | |
| | | S/Sgt. R. Alexander | |
| | | Sgt. E.F. Weingart | |
| | | Sgt. J. Sala | |
| Time Up. 1420 L.T. Lydda | | | |
| Time Down. 0020 L.F. " | | | |
| Total Time. 10 hours. | | | |
| | | Aerodrome or L.G. | |
| Type of Cloud. | | Map or Chart | |
| Amount of Cloud. | | Reference. | |
| Base of Cloud. C.A.V.U. at Target. | | Naval hydrographic | |
| Visibility. | | Mediterranean. | |
| General Weather. | | | |

Task or Duty. 4 x 1000 G.P. .12 2 x 500 G.P. .12

| Time | Height. | Place. | Narrative. |
|---------------|--------------|------------------|---|
| | | | This ap. was No.2 position in last element
ap. No.22 Pilot Carmack in No.1 position,
ap. No.12 Lt. Clark in No.3 position. |
| 19:40
L.T. | 15000
ft. | Target | Located Target at 3350 N., 2230 E.- Target was
headed back toward Crete at full speed, course
about 40°. Made good reconnaissance run, iden-
tified Target as two "Destroyers", one cargo
vessel of at least 10,000 tons. Two S/A seen
flying over Target at about 2000 ft. Believe
they had catapulted off shipboard. - They did
not try to engage but circled and then headed
toward Africa.- Made a bombing run of about
two minutes on course of approx. 65° |
| 19:56
L.T. | 15000 | Dropped
bombs | Mean point of Impact from 3rd.
element was observed as follows:
Impact of bombs from another
ap. which had joined this element
(believed to be ap.No.23 Sturkie)
was observed to strike the ship-
with at least one, probably two
bombs.- large volume of brownish
smoke was seen to be rising from
this Target after bomb landed
aboard.- This was observed
after leaving the Target.
Target had changed course 90°
right. |



Over

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

Date: - H.Q. U.S.A.A.F. M.E.
U.S. Operations I.W.
H.Q. 205 Group A.R.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

| | | | |
|---------------------------|------------------------|-----------------------------|--|
| Sheet No. | Oprep. Ref. No. | Date: 1 August | Squadron. H21 |
| Type of Aircraft. B. 24D. | Aircraft No. 12 | Aircraft Letter. K | Lt. W. Clark
Captain Lt. J.B. Clayton
Crew. Lt. R.W. Helms
S/Sgt. J.A. Cook
Sgt. C. Barnes
Cpl. J. Happt
S/Sgt. J.L. Knox. |
| Time Up. 1420 L.H.A. | Time Down. 0020 L.H.A. | Total Time. 10 hrs. 00 min. | Aerodrome or L.G. |
| Type of Cloud. | Amount of Cloud. | Base of Cloud. | Map or Chart Reference. |
| Visibility. Good | General Weather. Good | | |

Task or Duty. Convoy and Shipping in Mediterranean. 2 x 500. 1 x 1000lb
.12 .12

| Time | Height. | Place. | Narrative. |
|---------------|---------|--------------------|--|
| 19:55
L.T. | 14,600 | | Convoy heading East. Bombing run made from West to East. Bombs seen to burst near large Merchant Ship on the Port Side. Bombs released in train 75 ft. apart. Sh |
| 20:00
L.T. | 14,600 | 33.30 N
22.30 E | Ship seen to be sinking stern first bow in air. middle one of the three, i.e. the large m. vessel. other two ships turned one to Port other to star board. It seems to be evident that the M.V. has been sunk.

A/A negligible.
No E/A. |

J.M.S.
J.M.S. Shumaker
Colonel A.C.
Senior Intelligence Officer.

It appears obvious that the crew of ap.No.23, Lt. Sturokie, who were on their first operational mission, should be credited with the direct hit which sank this Target, other possible hits from this element, and close misses alongside being probable contributory damage.

7ms.
F.W. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H.Q. U.S.A.A.F. M.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

| | | | |
|---|---|---|---------------|
| Sheet No. | Opprep. Ref. No. | Date. 1 August | Squadron. Hal |
| Type of Aircraft. B.24D. | Aircraft No. 42 | <i>Major</i> Capt. Carmack
Captain Lt. Scherff
Crew. Lt. Kimbell
S/Sgt. Landers, S/Sgt. Stacy
T/Sgt. Label Sgt. Roman
Sgt. Willard C-1 | |
| Aircraft Letter. C | Time Up. 1420 Lydda | Aerodrome or L.G. | |
| | Time Down. 0020 Lydda | | |
| | Total Time. 10 hrs. | | |
| Type of Cloud. | Amount of Cloud. | Map or Chart | |
| Base of Cloud. | Visibility. Clear and unlimited at Target | Reference. | |
| General Weather. Good Headwind about 25 miles, outward route. | | Naval hydrographic chart of Mediterranean. | |

Task or Duty. Attack on Moving Convey. load 4 x 1000 lbs. & 2 x 500 lbs.

| Time | Height. | Place. | Narrative. |
|---------------|---------|--------|--|
| 19:40
L.T. | 15000 | | <p>This op. was lead position in 3rd. element which consisted of 4 airplanes at time of attack on Target.</p> <p>Located Target at 3350 N. 2230 S. Two naval vessels of destroyer or light cruiser class, steering 40°, speed 14/15 knots. Crossed over Target for reconnaissance and, to assume course out of the sun. Bombing run uninterrupted, 2 minutes, 100 degrees. Bombs released in train 75 ft. interval. Impact of all bombs of first three airplanes observed, as per diagram reported by Lt. Crouchley and Joyner. (See Diagram Airplane No.24 Sortie Report.)</p> <p>At least two of these bombs close enough to be effective.</p> <p>About 5 seconds after impact of first three sticks, a close stick arrived at Target from ap.No.23 Sturkie, (Position No.4 of this element) at least one of which, possibly two landed aboard at stern of vessel & Target sharply turned to right and smoke was observed from stern of vessel. Formation position unfavourable for further observation. Wing position No.3, Lt.Clark observed Target to be sinking, stern down, bow in air.</p> <p>Lt. Sturkie's crew not reported account, crashed at Lydda upon returning at 0045 L.T., all logs and records burned.</p> <p style="text-align: right;">Over</p> |

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.

22-2/PW21-230,100-2-2

P.T.O.

R.A.F. Form 441 A.

| Time | Height | Place | Narrative |
|------|--------|-------|--|
| | | | This a/c returned to base due to leaking fuel cells. |
| | | | <i>2/10</i>
F. A. Stumacher
Colonel A.C.
Senior Intelligence Officer. |

P.T.O.

SORTIE REPORT

U.S. Operations Group (Part A)
H. 205 Group

| | | | |
|-------------------|-----------------|-------------------------|---------------|
| Sheet No. | Opres. Ref. No. | Date, 1 August | Squadron, Hal |
| Type of Aircraft. | B-4D. | Captain Lt. G.A. Ulrich | |
| Aircraft No. | 15 | 1st Lt. R.F. Schmidt | |
| Aircraft Letter. | L | Crew. Lt. N. Davis | |
| Time Up. | 1400 hrs. Lydda | S/Sgt. D.H. Williams | |
| Time Down. | 2358 " | Sgt. H.C. Venness | |
| Total Time. | 9 hrs. 19 min. | S/Sgt. D.A. Purno | |
| | | S/Sgt. L.L. Walters | |
| | | Aerodrome or Loc. | |

| | | | |
|------------------|-------------------|--------------|------------|
| Type of Cloud. | Scattered Cumulus | Map or Chart | Reference. |
| Amount of Cloud. | 1/10 | | |
| Base of Cloud. | 1000 | | |
| Visibility. | Hazy. | | |
| General Weather. | Good | | |

Task or Duty. Convoy in Mediterranean. 5 X 500 G.P. 4 X 1000 G.P.

| | | | | | |
|---|-------|--------|-------|--------|--|
| Time | 19:55 | Height | 15000 | Place. | |
| Target 34.55N 19.58E | | | | | |
| Bombs salvaged on L/V - Near misses on left of ship - Only one run was made. - Ship in process of turning when bombs released. - A smaller escort probably N/V firing light flak at this L/V. | | | | | |
| 5/4 - One a/o 110 - no action resulted. | | | | | |
| Sgt. Walters reports black smoke rising from stern of the main L/V - observed while leaving Target. | | | | | |
| Sgt. Purno reported that the target definitely was struck - L/V stopped and was directed by one of the two escort vessels. | | | | | |
| Pictures (5) were taken. | | | | | |
| This L/V in and, element. attempts to target unavailing. | | | | | |
| Narrative. | | | | | |

S. H. Shumaker
Co. 100th A.G.
Senior Intelligence Officer

Dist:- H.Q. U.S. A.A.F. U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

| | | | |
|----------------------------------|-----------------|---------------------------------|-----------------|
| Sheet No. | Oprep. Ref. No. | Date. 1 August | Squadron. Hal |
| Type of Aircraft. B.24D. | Aircraft No. 14 | Captain Major H.M. Wade | |
| Aircraft Letter. G | | Crew. Lt. J.A. Anderson | |
| | | Lt. G.F.H. Jones | |
| | | Lt. D.M. Wilder | |
| | | Sgt. J.H. Laurie | Sgt. J.D. Smith |
| | | Sgt. J.J. Bornheimer | |
| | | Sgt. J.A. Gauthier | |
| Time Up. 1420 Lydda | | | |
| Time Down. 0035 | | | |
| Total Time. 10 hrs. 15 min. | | Aerodrome or I.G. | |
| Type of Cloud. Scattered Stratus | | Map or Chart | |
| Amount of Cloud. 3/10 | | Reference. | |
| Base of Cloud. 1.00 | | <i>Naval Hydrographic Chart</i> | |
| Visibility. Hazy | | | |
| General Weather. Good | | | |

Task or Duty. Convoy in Mediterranean. 2 x 500 G.P.
4 x 1000 G.P.

| Time | Height | Place. | Narrative. |
|------------|--------|---------|---|
| 19:54 L.T. | 15000 | Enroute | Nothing of importance observed enroute to target. This a/c led the 2nd element. |
| | | Target | Bombing run 75° angle over target. Bombs dropped in train (75 ft. interval). Missed by approx. 100 yds. Two destroyers escorting the larger M/V. The crew of this ap. observed near misses by 1st. element. |
| | | | A/A - Negligible - one burst seen about 10,000 ft. |
| | | | E/A - One ME 110 sighted. No action. |
| | | | Return trip uneventful. |
| | | | Pictures (3) taken - 2 prior to bombing - 1 later (after bombs were released). |
| | | | <i>Fris.</i>
F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer |

At: H. 35 U.S. A.F. ...
 U.S. Operations Lydda
 H. 35 208 Group R.A.F.

SORTIE REPORT (Part A.)

| | | | |
|--------------------------------------|---------------------------------|----------------------|----------------|
| et No | Opreg. Ref. No. | Date: 1 August | Squadron. Hal |
| Type of Aircraft. B.24D. | | Captain Capt. Toomey | |
| Aircraft No. 30 | | Lt. Broadwell | |
| Aircraft Letter. S | | Crew. Lt. O'Meara | |
| Time Up. 1420 hrs. Lydda | | Sgt. Jenkins | Sgt. Baker |
| Time Down. 0030 Lydda I.T. | | Sgt. Block | Sgt. Haising |
| Total Time. 10 hrs. 10 min. | | Sgt. Holloway | Sgt. Starevick |
| | | Aerodrome or L.G. | |
| Type of Cloud. Small amount of cloud | Map or Chart | | |
| Amount of Cloud. | Reference. | | |
| Base of Cloud. | <i>Hand Hydrographic Chart.</i> | | |
| Visibility. Good | | | |
| General Weather. Good | | | |

Task or Duty. Convoy in Mediterranean 3 x 1000 lbs.

| Time | Height. | Place. | Narrative. |
|---------------|---------|--------|--|
| L.T.
19:41 | 15000 | | Sub sniffer.

Brought bombs back - could not be released - mechanical fault.

33.57 N., 21.00 E., saw Convoy in first element. Saw bomb bursts of last 2 elements. None hit E. Vessel.
Neither E/V nor escort stopped. No results.

No E/A.

No. A/A. |
| 21:06
L.T. | 3000 | | A.S.V. picked up ship but could not find ship although circled area 20 min. |

Handwritten signature
 F.H. Shumaker
 Colonel A.C.
 Senior Intelligence Officer


| | | | |
|-------------------|-----------------|------------------------|---------------|
| et No | Oprep. Ref. No. | Date. 1 August | Squadron. Hal |
| Type of Aircraft. | B. 24D. | Major M.R. Fennell | |
| Aircraft No. | 5 | Captain Lt. W. Steward | |
| Aircraft Letter. | D | Crew. Lt. L. Dagle | |
| | | 7/Sgt. J. Paulbee | |
| | | Sgt. MacJenkins | |
| | | S. Patrick | |
| Time Up. | 1420 Lgda | 1st Lt. Shilling | Sgt. Maynew |
| Time Down. | 0050 | | |
| Total Time. | 10 hrs. 30 min. | Aerodrome or L.G. | |

| | |
|------------------|-------------------|
| Type of Cloud. | Scattered Cumulus |
| Amount of Cloud. | 4/10 |
| Base of Cloud. | 1200 |
| Visibility. | Good |
| General Weather. | Good |

Map or Chart
Reference.
Naval Hydrographic Chart
Mediterranean.

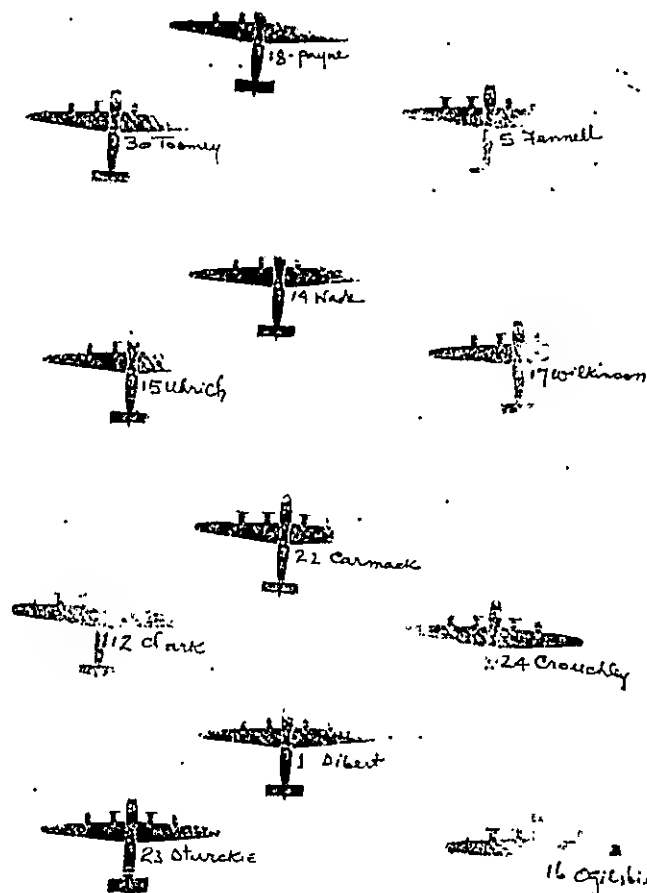
Task or Duty. Convoy in med' terranean.

5 x 1000 GP.

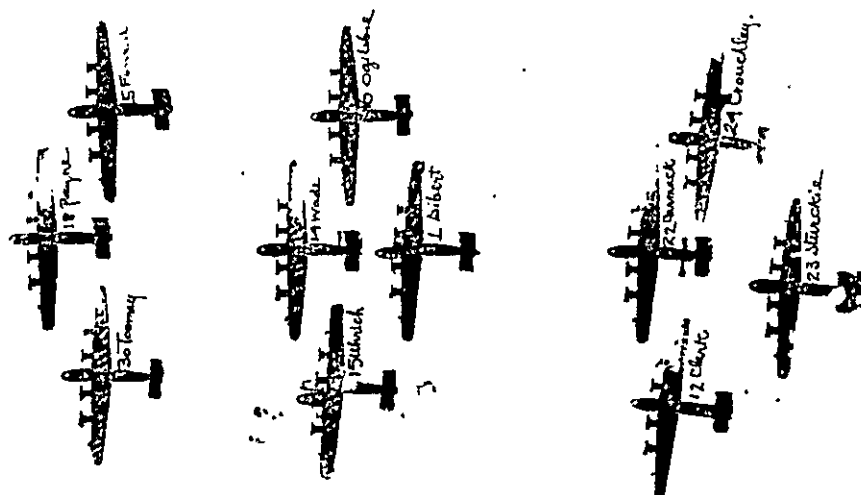
| Time | Height | Place | Narrative |
|---------------|--------|---------|--|
| 19:47
L.T. | 15,000 | Enroute | <p>This a/p was in the 1st element No. 2 a/p.
The trip out was uneventful.</p> <p>Run made from 60 degrees angle, and bombs released in train (75 ft. interval).
Four misses observed from bombs of this a/c.</p> <p>A/A negligible.</p> <p>E/A - None observed.</p> <p>Trip back to base uneventful.</p> <p>4 pictures taken - all before bombing by this a/c.</p> <p style="text-align: right;"> 
 F.M. Shumaker
 Colonel A.C.
 Senior Intelligence Officer. </p> |

F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer.

This airplane, Pilot Major J.H. Payne, Commanding Hal. Bombardment Squadron, 1st. Prov. Bomb Group, was Flight Leader of 4 Elements of 3 aps. each; disposed as follows:



Due to dropping out of Captain Wilkinson's, the formation assumed the following line of elements before attacking target:-



| | | | | |
|------------------|-----------------|-------------------|-----------------------|-----|
| Unit No. | Oprep. Ref. No. | Date 1st. August | Squadron | Hal |
| Type of Aircraft | B.24D. | Captain | Major J.H. Payne | |
| Aircraft No. | 18 | Crew | Lt. C.E. Patterson | |
| Aircraft Letter | J | | Capt. Francis B. Rang | |
| | | R. Kessler | T/Sgt. G.D. Portl | |
| | | J.H. Leaman | | |
| | | J.H. Beatty | | |
| Time Up | 14.20 | Local Time | Lydda | |
| Time Down | 00.00 | Lydda Local Time | | |
| Total Time | 9 hrs. 30 min. | Aerodrome or L.G. | | |

| | |
|-----------------|---|
| Type of Cloud | Map or Chart |
| Amount of Cloud | Reference |
| Base of Cloud | Naval Hydrographic |
| Visibility | Mediterranean. |
| General Weather | Clear and unlimited at Target. |
| | Headwind approx. 38 mph on way out; was approx. one hour late |
| | on 1st. over Target as consequence - Ground speed was approx. |
| | 138 mph. |

Task or Duty Attack on Moving Convoy. Load 4 x 1000 G.P..12 and 2 x 500 G.P..12

| Time | Height | Place | Narrative |
|---------------|--------------|-----------------|---|
| 19:40
LT | 15000
ft. | At
Target | This ap. was the leading ap. of first element. Ap. No.30 Pilot Toomey in No.2 position; ap.No.5 Pilot Fennel, No.3 position. |
| 19:50
L.T. | 15000
ft. | Run | Located Target at 3350 North, 2230 East. Large M.V. convoyed by two Cruisers - Cruisers ahead of Convoy about 800 yds. interval, travelling course of 40°, estimated speed of approx. 16 knots (very prominent wake from all vessels.) Position of discovery was 40 miles East of the datum line given. - Convoy positively identified. Took careful reconnaissance, then made 6 minutes run on a course of 100°. Bombs released in train 75 foot interval. Mean point of impact was as observed for all 3 ap's of first element. Point of impact of bombs of 2nd. and 3rd. element not observed. |
| 20:22
L.T. | 6000
ft. | enroute
out. | At 3352 North, 2420 East saw an oil slick and submarine observed, barely submerged. - There was a long oil slick about 1 mile long, behind it; course of submarine 200°
<div data-bbox="698 1340 828 1468" data-label="Text"> <p>700'</p> </div> 2 E.A. fighters were over the Target at lower altitude, but did not come up to engage.
No A/A was fired.
Photos were taken. |

O v e r

PART B (on reverse) to be completed according to relevant provisions in H.Q. R.A.F. M.E. Instruction 34.

HEADQUARTERS
FIRST PROVISIONAL BOMB GROUP (H)
U.S.A. MIDDLE EAST AIR FORCE

2nd. August 1942

To:- Commanding General, Headquarters, U.S.A.A.F. M.E.

1. Enclosed are Sortie Reports covering Mission No.37, U.S.A. M.E.A.F. Lydda, attack on Mediterranean Convoy.

2. The following is confirmation copy of telegraphic summary of this mission which was filed for radio transmission to you at 0250 hours. L.T. 2nd. August, 1942.

COPY

To:- H. A. U.S.A.A.F.

From:- First Provisional Bomb Group. 123 2/8

Twelve B.24Ds. departed 1420 L.T. objective convoy. One returned account full cells leaking. Eleven attacked convoy 5350 N. 2230 E. at 1940 LT to 2000 LT. Principal target 10000 ton cargo vessel sunk. Pilot Sturokie crashed and burned at this airport on return from mission. Crew of eight killed. Operational flying time 111 hours load 45 x 1000 and 16 x 500.

F.H. Shumaker
F.H. Shumaker
Colonel A.C.
Senior Intelligence Officer

A.G.

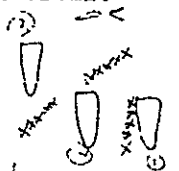
Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Operations Iyc
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

| | | | |
|--|-----------------------|--|---------------|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. Hal |
| Type of Aircraft. B-24D. | Aircraft No. 15 | Captain Capt. R.I. Paullin
1st Lt. C.O. Peck
Crew. 1st Lt. T.A. Shumaker
S/Sgt. R.T. Wysong
S/Sgt. T.A. Dehaven
Sgt. B.C. Luton
S/Sgt. E.R. Sparks | |
| Aircraft Letter. L | | | |
| Time Up. 14.03 | Lydda | | |
| Time Down. 23.55 | | Acrodrome or L.G. | |
| Total Time. 9 hrs. 52 min. | | | |
| Type of Cloud. Cumulus west of target. | Amount of Cloud. 7/10 | Map or Chart Reference. | |
| Base of Cloud. | Visibility. Good | Admiralty Chart of Mediterranean. | |
| General Weather. Good | | Naval Hydrographic. | |

Task or Duty. Convoy Mediterranean - 5 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|---------------|---------|--------|--|
| L.T.
19:45 | 14,600 | Target | <p>No. 2 ship in 3rd element.</p> <p>Convoy sighted - headed 180°. 5 minutes run made S.W. to N.E. at 80° angle to vessel - 75 ft. interval.</p> <p>Convoy</p> <p>1 L/V (2) -
2 M/V (1) & (3)
8 Destroyers</p>  <p>DESTROYER
EMITTING HEAVY
BLACK SMOKE
(NOT FUNNEL)
AND STOPPED</p> <p>Co-Pilot observed large burst in front of (3). No damage claimed. Very near misses observed on (1) along length of vessel which turned to left immediately.</p> <p>A/A - Light - did not come up to ship's altitude. Much pom-pom activity.</p> <p>S/A - One ME 109 observed 30 miles East of target on return trip. Did not engage.</p> <p>Return trip uneventful.</p> <p style="text-align: right;">F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer</p> |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2212 / PMEJ - 200,000 - 3/42

P.T.O.

0831

R.A.F. Form 441 A.

SORTIE REPORT

(Part A.)

Task or Duty. Convoy Mediterranean - 5 x 1000 lbs. G.P. 14 T.D.

F.M. Shumaker
Colonel A.C.
Senior Intelligence Officer

P.T.O.

This A/C took pictures.

String of green and red lights observed on water 10 miles
off shore between Tel-Aviv and Gaza.- appeared stationary.

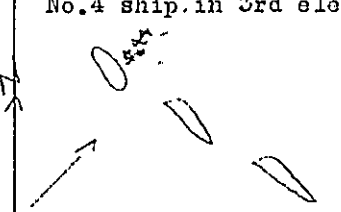
F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H.Q. R.A.F. M.E.
 U.S. Operations Ly. SORTIE REPORT
 H.Q. Group R.A.F. (Part A.)

R.A.F. Form 441 A.

| | | | |
|--------------------------|-----------------|-------------------------------|--------------------|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. Hal |
| Type of Aircraft. B.24D. | | Captain 1st Lt. G.B. Whitlock | |
| Aircraft No. 12 | | 1st Lt. J.C. Madford | |
| Aircraft Letter. K | | Crew. 1st Lt. D.S. Welfare | |
| | | S/Sgt. J.B. Lavender | |
| | | Sgt. H.S. Powell | G 2 |
| | | Cpl. P.W. Spoulding | |
| | | S/Sgt. D.J. Williams | |
| Time Up. 14.08 Lydda | | | |
| Time Down. 23.59 | | | |
| Total Time. 10.07 | | | |
| Type of Cloud. Cumulus | | | Map or Chart |
| Amount of Cloud. 7/10 | | | Reference. |
| Base of Cloud. 8000 | | | Naval Hydrographic |
| Visibility. Good | | | Mediterranean. |
| General Weather. Good | | | |

Task or Duty. Convoy Mediterranean 5 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|-------|---------|--------|---|
| 19:45 | 14.600 | Target | <p>No.4 ship in 3rd element.</p>  <p>Convoy observed heading 140° with 8 dispersed destroyers. 3 L/V's. Approached last ship S.W. to N.E. at 80/90°. Ships veered to left as bombs released and headed N.E. Bombs observed to strike behind ship in train. - 2 other strings observed to right and left of ship. None near - No hits claimed. Other strings were from previous formation.</p> <p>After crossing over target - 3 min. after - tail gunner observed two M/V throwing off heavy black smoke and appeared to be low in the water. This A/C was alone and last ship in formation - made individual run.</p> <p>Other vessels were all heading toward settling ships.</p> <p>A/1 - light and way below</p> <p>E/A - One ME 109 observed low over water while this A/C was on run. Very light colored ship.</p> <p>Over</p> |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912 / PNEJ - 210,000 - 3.42

P.T.O.

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U.S. Operations Lyd
H... 205 Group R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

| | | | |
|-------------------|-----------------------------|----------------|-------------------|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. Hal. |
| Type of Aircraft. | B.24D. | Captain | Capt. Blankenhorn |
| Aircraft No. | 18 | | Lt. Loidecker |
| Aircraft Letter. | O | Crew. | Lt. Kaiser |
| | | | Lt. Summers |
| | | Sgt. Hancock | S/Sgt. Starevich |
| | | Sgt. Wilson | 2 |
| | | S/Sgt. Krizan | many many |
| Time Up. | 14.06 Lydda | | |
| Time Down. | 00.20 | | |
| Total Time. | 10 hrs. 14 min. | | Aerodrome or L.G. |
| Type of Cloud. | Scattered Stratus. | | Map or Chart |
| Amount of Cloud. | 7/10 but clear over target. | | Reference. |
| Base of Cloud. | 1000 ft. | | |
| Visibility. | Good | | |
| General Weather. | Good | | |

Task or Duty. Convoy Mediterranean - 5 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|-------|---------|--------|---|
| | | | This A/C was leading 3rd element. Trip out uneventful. |
| 19:28 | 14.600 | Lydda | Convoy sighted travelling due south.- Speed approx. 14 knots. Three large M/V and seven escorting N/V's. |
| 19:43 | 14.600 | Lydda | Bombing run W. to E. at angle of 70°.- Bombs released in train (70 ft. interval). The crew of this A/C did not identify their bombs as hitting the target as other sticks were falling simultaneously, No.(4) was seen to be hit and No.(3) was observed on fire by this crew as they left target area. |
| | | | A/A - Negligible - not at altitude of this A/C. |
| | | | S/A - One single engine A/C trailed this formation for 10 minutes.- No action. |
| | | | Pictures were taken. |
| | | | F.V. Shumaker
Colonel A.C.
Senior Intelligence Officer |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.
2012 / P.M.E. - 250,100 - 3/12

P.T.O.

0 8 2 7

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 U.S.A. Operations 1-1a SORTIE REPORT
 H.Q. 205 Group R.A.F. (Part A.)

R.A.F. Form 441 A

| | | | |
|-------------------------------|-----------------|---|---------------|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. Hal |
| Type of Aircraft. B. 24D. | | Lt. Ulrich
Captain Lt. L.A. Prechal
Capt. F.H. Smith K.
Crew. S/Sgt. J. Solen : 2.
S/Sgt. Vasquez
Cpl. McGlinn
S/Sgt. J. Domino | |
| Aircraft No. 22 | | | |
| Aircraft Letter. C | | | |
| Time Up. 14.00 Lydda | | | |
| Time Down. 23.31 Lydda | | | |
| Total Time. 9.31 min. | | Aerodrome or L.G. | |
| Type of Cloud. Scattered Cu. | | Map or Chart | |
| Amount of Cloud. Small amount | | Reference. | |
| Base of Cloud. Tops 5.000 | | | |
| Visibility. Hazy | | | |
| General Weather. Good | | | |

Task or Duty. Convoy Mediterranean 5 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|---------------|---------|--------|---|
| I.T.
19.44 | 14.800 | | This A/C in 2nd element.

Convoy sighted at 34.50 N 22.45 E steering south.
3 large M. vessels surrounded by circle of
Destroyer 6 - 10 ships. |
| 19.48 | 14.800 | | Made bombing run W. to E. dropped in train
75 ft. apart.

This A/C bombs.

No direct hits claimed but one near miss claimed
in middle ship near stern.

No E/A.

A/A negligible & well below from destroyers. |
| | | | F.V. Shumaker
Colonel A.C.
Senior Intelligence Officer. |
| | | | Photos Taken. 8 approx. before & after. |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.
 2012/PNEJ-220.000-3/42 P.T.O.

0 8 2 6

Dist:- H.Q. U.S.A.A.F. M.E.
U.S. Operations Lydda
H.I. 205 Group R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

| | | | |
|--|------------------------|------------------------------|--|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. 841 |
| Type of Aircraft. B.24D. | Aircraft No. 21 | Aircraft Letter. R | Captain Capt. J.A. Wilkinson
1st Lt. J.R. Wilcox
Crew. 1st Lt. W.O. Mally
S/Sgt. R.R. Taylor
Sgt. C.J. Salmon
Cpl. J. Trojanowski
S/Sgt. A.S. Fisher |
| Time Up. 14.04 Lydda | Time Down. 00.26 Lydda | Total Time. 10 hrs. 22 min. | Aerodrome or L.G. |
| Type of Cloud. West of target - Cumulus. | Amount of Cloud. | Base of Cloud. 8000 ft. tops | Map or Chart Reference. |
| Visibility. Good | General Weather. Good | | |

Task or Duty. Convoy Mediterranean - 5 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|-------|---------|--------|---|
| 19:30 | 15000 | | 22.35 E. - 34.40 N. sighted convoy - 3 large M/V escorted by destroyers. |
| 19:40 | 15000 | | Made bombing run approx. 80° aiming for middle ship - range only. Bomb bursts seen to overshoot. No hits claimed. Near misses seen - made by first element. No direct hits seen. |
| 19:50 | | | 1 E/A seen 8000 ft. - Single engine.
A/C No action.

A/A - Negligible - well below this A/C
All from destroyers.

Nothing observed on way back.

No camera. |

F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R A.F. M.E. Instruction 34.

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U.S. Operations Lyd
H.Q. 205 Group R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

| | | | |
|----------------------------|---------------------------|--|---------------|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. Hal |
| Type of Aircraft. B.24D. | Aircraft No. 24 | Captain Capt. W.A. Fountain
Lt. H.O. Mengel
Crew. Lt. A.G. Rodriguez
Sgt. R. Nesley
Sgt. K.P. McJunkins
T/Sgt. J.G. Lesich
Sgt. M. Combs | |
| Aircraft Letter. W | | | |
| Time Up. 14.07 | Lydda | | |
| Time Down. 23.50 | | | |
| Total Time. 9 hrs. 43 min. | | Aerodrome or L.G. | |
| Type of Cloud. | Amount of Cloud. No cloud | Map or Chart Reference. | |
| Base of Cloud. | Visibility. Hazy | | |
| General Weather. Good | | | |

Task or Duty. Convoy Mediterranean - 5 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|-------|---------|--------|--|
| | | | Nothing seen on way out.
and element. |
| 19:37 | 14,800 | | Sighted convoy at 21:10 E. - 34.25 N.
3 large M/V escorted by 7-8 destroyers. |
| 19:43 | 14,800 | | Made bombing run 70° - aimed bombs for middle
M/V of the three. Bombs dropped in train
75 ft. apart. Undershot
slightly. No hits claimed,
but bombs fell near stern.

No E/A.

Light A/A from destroyers, well below this A/C.

Bombs seen from 1st element to burst very close
to stern of middle ship. No direct hits seen.

Nothing to report on way back except well lit
ship 30 miles off coast of Palestine.

No camera. |

F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H.Q. U.S.A.A.F. SORTIE REPORT
 U.S. Operations Lydda (Part A.)
 H.Q. 205 Group R.A.F.

| | | | |
|-------------------|-------------------------------|--------------------------------------|---------------|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. Hal |
| Type of Aircraft. | B.24D. | Captain 1st Lt. R.A. Soukup | |
| Aircraft No. | 2 | 2nd Lt. R.E. Critchfield | |
| Aircraft Letter. | A | Crew. 2nd Lt. W.W. Hannah | |
| | | Cpl. R.B. Clendenen Sgt. E.J. Harris | |
| | | Sgt. F.T. Marchese Pvt. E.C. Brown | |
| | | Sgt. Arnone | |
| | | Cpl. C.J. Zehrer | |
| Time Up. | 13.45 Lydda | | |
| Time Down. | 00.15 L.T. | | |
| Total Time. | 10 hrs. 30 min. | | |
| Type of Cloud. | West of target Stratus cloud. | | Map or Chart |
| Amount of Cloud. | 5/10 | | Reference. |
| Base of Cloud. | 3000 | | |
| Visibility. | Good | | |
| General Weather. | Good | | |

Task or Duty. Convoy Mediterranean - 3 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|-------|---------|--------|---|
| | | | Sub Sniffer.
Nothing of note seen on way out. |
| 19:25 | 1500 | | Sighted convoy of 3 M/V plus 8-9 other escort ships 21.50 E. - 34.20 N. approx. |
| 19:45 | 1500 | | Made bombing run into (3) No.3 ship. |
| | | | Overshot bursts seen in sea. Bombs were not released by automatic but we released them by manual switch. No hits claimed - 1st element ship. Bombs from other A/C seen to burst very close to stern of No.2 ship, also near stern of No.3 ship. 1st element bombs on No.3. 2nd element on No.2. No.3 ship seemed to "Swing" and slow down. No direct hits seen. |
| | | | 6 E/A seen at low height over convoy. No action. |
| | | | A/A - Negligible. |
| | | | Nothing seen on way . |
| | | | No camera. |

F.H. Shumaker
 Colonel A.C.
 Senior Intelligence Officer

Dist: - H.2. U.S.A.A.F. M.P.
U.S. Operations L.Y. 2
H.2. 205 Group R.A.F.
(Part A)

SORTIE REPORT

| | | | |
|-------------------|-----------------|----------------------------|------------------|
| Sheet No. | (Prep. Ref. No. | Date. 4 August | Squadron. Hal |
| Type of Aircraft. | B.24D. | Captain 1st Lt. Ltn Parker | Crew. |
| Aircraft No. | 14 | Capt. A.B. Kirkaldy | Sgt. D.W. Waters |
| Aircraft Letter. | G | Sgt. J.R. Laine | Sgt. R.O. Woody |
| Time Up. | 14.55 Lydda | S/Sgt. H.F. Orris | |
| Time Down. | 23.46 | | |
| Total Time. | 9 hrs. 51min. | | |
| Aerodrome or I.G. | | | |

Map or Chart
Reference.

Type of Cloud. None
Amount of Cloud. 1.10
Base of Cloud.
Visibility. Good
General Weather. Good

Task or Duty. Convoy - Mediterranean - 5 x 1000 lbs. G.P. 12 W.D.

| Time | Height | Place | Narrative. |
|-------|--------|---------|---|
| 19:43 | 15000 | Pasosok | <p>Wrip to target uneventful.
This A/C was in 1st element.
The convoy was travelling south in position
described during briefing. - Three W/V escorted
by eight W/V.
Bombing run W. to S. at angle of 60°. Bombs
released in train (75 ft. interval). One hit
this W/V changed
course and appeared
crippled.
A/A - negligible, as far as this A/C was concerned.
W/A - one observed trailing this A/C - no action.
Pictures were taken.</p> |

M.M. Shumaker
Colonel A.C.
Senior Intelligence Officer

THIS PAGE

Dist:- H.Q. U.S.A.A.F. M.
U.S. Operations Ly
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 941 A.

| | | | |
|--------------------------|----------------------------|--------------------------|----------------------|
| Sheet No. | Oprep. Ref. No. | Date. 4 August | Squadron. Hal |
| Type of Aircraft. B.24D. | Aircraft No. 1 | Captain Major P.F. Davis | 1st Lt. R.L. Rhoades |
| Aircraft Letter. U | Time Up. 13.40. Lydda L.T. | Crew. Capt. F.B. Rang | S/Sgt. L.A. Whitley |
| Time Down. 23.43 | Total Time. 10 hrs. 3 min. | Sgt. A.T. Patrick | Cpl. J.R. Peterson. |
| | | Sgt. Johnson | |
| | | Aerodrome or L.G. | |

Type of Cloud.
Amount of Cloud.
Base of Cloud. At datum point. Cumulus
base 8000 ft. 6/10 overcast.
Visibility.
General Weather.

Map or Chart
Reference.
Naval Hydrographic
Mediterranean.

Task or Duty. Convoy Mediterranean - 5 x 1000 lbs. G.P. .12 T.D.

| Time | Height. | Place. | Narrative. |
|--|---------------|--------|--|
| | | | This A/C led the Squadron of ten airplanes. -
All arrived at target. |
| 16:13
G.M.T. | 15,000
ft. | | Arrived at datum point.
Turned N.W. to search area, sighted target at
1630 GMT. - 8 miles N.E. of datum point.
Target consisting of 3 very large cargo vessels
and seven other vessels outlying as escort.
Cargo vessels were steaming abreast in line from
East to West about 800 yards apart. Whole convoy
was on course of 180° - speed estimated 14 to
15 knots. |
| 16:43
G.M.T. | 15,000
ft. | Target | Took long bombing run on a heading of 50° -
Released bombs in 80 ft. interval train at
1643 GMT. Two bombs from this element were
observed to strike the vessel furthest east
(to left of line abreast). One bomb hit was
from this airplane, the other hit was from No. 2 ap.
of this formation, piloted by Captain Adams.
Vessel struck immediately started swinging to
left (both hits were against stern of vessel)
and one of the escorting vessels was seen to be
closing alongside of it. |
| F.N. Snumaker
Colonel A.C.
Senior Intelligence Officer | | | |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2942/PNEI - 2-0-000 - 3/42

P.T.O.

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MISSION NO. 38

Aug. 4

HEADQUARTERS
FIRST PROVISIONAL BOMB GROUP (H)
U.S.A. MIDDLE EAST AIR FORCE

5th August, 1942

To:- Commanding General, Headquarters, U.S.A.A.F. M.E.

1. Enclosed are Sortie Reports covering Mission No.38
U.S.A. M.E. A.F. Lydda, attack on Mediterranean Convoy.

2. The following is confirmation copy of telegraphic
summary of this mission which was filed for radio transmission
to you at 0300 hours L.T. 5th August 1942.

COPY

To:- H.Q. U.S.M.E.A.F.

From:- First Provisional Bomb Group P.B.G. 137 5/8

MOST SECRET

Ten B.24D. airplanes attacked three large M/V's
escorted by eight naval vessels position 34-25 N. 21-10 E.
Two direct hits and numerous near misses claimed. Photograph
clearly show smoke from bow of one M/V. Bomb load 48 x 1000
G.P. .12. Total operational time 100 hours 25 minutes.

F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. H.A.F. M.E. Instruction 34.
2012 / P.M.E. - 200,000 - 2012
P.T.O.

| | | | | | |
|--|-----------------------|----------------------------|------------------|--|---------------|
| Sheet No. | | Opcep. Ref. No. | | Date, 6 August | Squadron, Hal |
| Type of Aircraft, B.24D. | | Aircraft No. 16 | | Crew.
Captain Lt. Oglesby
Lt. Kidd
Lt. Duckworth
S/Sgt. Barrineau
Sgt. Pickett
Cpl. Kaminska
S/Sgt. Ballentine. <i>Wing (Command)</i> | |
| Aircraft Letter. | | Time Up. 15.09 Lydda I.P. | | Aerodrome or L.G. | |
| Time Down. 22.55 Lydda | | Total Time. 7 hrs. 46 min. | | | |
| Type of Cloud. Scattered cloud. | Amount of Cloud. 1/10 | Base of Cloud. Tops 8,000 | Visibility. Good | Map or Chart | |
| General Weather. Good | | Reference. | | P / 1 (1) | |
| | | | | P / 1 (2) | |
| Task or Duty. Tobruk 5 x 1000 lbs. 12 W.D. | | | | | |
| Time 19:29 | Height 23000 | Place. Tobruk | Narrative. | | |

Made bombing run from N.W. east to S. West - dropped bombs in one block 75 ft. intervals. Aimed for large M/V 28 P. W/1(2). Bombs overshoot and fell into the sea. High temperature in all 4 engines, could not maintain altitude or speed. 1 large ship seen at 17 M. W/1(2), volumes of greyish black smoke pouring up from this vessel amid ships (maybe from funnel) - no flames seen. 2 sets of bombs from other A/C seen to burst 13 P. Bombs also seen to burst alongside ship 23 O. W/1(2).

No. M/A.

A/A - bursting below. Batteries located at 11.12-13 14 J. 11 Z. Moderate amount of A/A.

21 photos taken.

E.M. Shumaker
Colonel A.C.
Senior Intelligence Officer

Dist:- H. 2. U.S.A.A.F. H.Q.
U.S. Operat. & Lydda
H. 2. 205 Group S.A.A.F.
SORTIE REPORT (Part A.)
H.A.F. Form 441 A.

| | | | |
|---|---------------------------|---|---------------------------|
| Sheet No. | Opres. Ref. No. | Date: 6 August | Squadron. Hal |
| Type of Aircraft. B.24D. | Aircraft No. 14 | Crew:
Captain and Lt. Leidecker
2nd Lt. Katsar
S/Sgt. Landers
Sgt. Roman
P/Sgt. Lebel
Sgt. Vandernack
Sgt. Willard | Aerodrome or L.G. |
| Aircraft Letter. | Time Up. 15.03 Lydda I.P. | Time Down. 23.05 Lydda I.P. | Total Time. 8 hrs. 2 min. |
| Amount of Cloud. 2000 | Base of Cloud. | Visibility. Good | General Weather. Good |
| Type of Cloud. Scattered broken Cumulus | Map or Chart | Reference. | F / 1 (1) |

Task or Duty. Tobruk 5 x 1000 lbs. 12 P.D.

| Time | Height. | Place. | Notes |
|-------|---------|--------|--|
| 19:35 | 24000 | Tobruk | Nothing seen on journey.
1st run made from N.W. to East, turned North then South.
Made bombing run N.W. to S.E. dropped bombs in one attack 45 ft. apart aiming for dock area.
Bombs seen to burst on land, 14 0 11 (1)
started fire, flames and volumes of black smoke seen as A/C turned away.
Black smoke seen coming from large M/V.
17 0 ship moving slowly manoeuvring.
Another large M/V seen W 19 also appeared to be moving.
Bombs from other A/C seen to burst close to small ship P 17.
ONE W/A took off from Eastern T.G. - no action.
A/A - appeared to be heavy but not near this A/C.
Uneventful journey on way back.
Photos taken. |

E. H. Shumaker
 Colonel A.C.
 Senior Intelligence Officer

Dist:- H.Q. U.S. A.F. M.S. SORTIE REPORT
 U.S. Operations Lydda (Part A)
 H.Q. 205 Group R.A.F.

| | | | |
|----------------------------------|------------------------------|---|---------------|
| Sheet No. | Oprep. Ref. No. | Date: 6 August | Squadron. Hal |
| Type of Aircraft. B-24D. | Aircraft No. 22 | 1st Lt. W. Clark
Captain 1st Lt. J.B. Clayton
Crew. 1st Lt. R.W. Helms
S/Sgt. J.A. Cook
Sgt. C. Barnes
Cpl. J. Nappi
S/Sgt. G.L. Knox | |
| Aircraft Letter. | | | |
| Time Up. 15.07 Lydda L.T. | 23.10 | | |
| Time Down. | | | |
| Total Time. 8 hrs. 03 min. | | Aerodrome or L.G. | |
| Type of Cloud. Scattered Stratus | Amount of Cloud. 1/10 - 3/10 | Map or Chart Reference. | |
| Base of Cloud. 2-3000 feet | Visibility. Mediocre | T / 1 (1) | |
| General Weather. Good | | | |

Task or Duty. Tobruk 5 x 1000 lbs. .12 T.D.

| Time | Height. | Place. | Narrative. |
|-------|---------|--------|--|
| | | | <p>Trip to target uneventful.
 This a/o was in 2nd element.</p> |
| 19:26 | 24,300 | Target | <p>1st run from N.E. to S.W. - bombs released in train (75 ft. interval). No results were observed by crew of this a/o.</p> |
| 19:35 | 24,300 | " | <p>2nd run made from N. to S. - following Capt. Carmack who had failed to drop bombs on 1st trip. One large M/V position 16 T appeared to be on fire. A concentration of MT noted 5 miles W. of Tobruk.</p> <p>A/A - Accurate for range and altitude during 2nd run.- This a/o was considerably bounced by the bursts of A/A.</p> <p>E/A - None observed over target, although some tracer bullets were fired at this A/C while returning.</p> <p>Pictures were taken.</p> <p style="text-align: right;"> <i>F. N. Shumaker</i>
 F.N. Shumaker
 Colonel A.C.
 Senior Intelligence Officer </p> |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

Dist:- H.Q. U.S.A.-F. M.E.
U.S. Operations Lydda
H.Q. 305 Group R.A.F.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

| | | | |
|---|-----------------|---|---------------|
| Sheet No. | Oprep. Ref. No. | Date. 6 August | Squadron. Hal |
| Type of Aircraft. B.24D. | Aircraft No. 3 | 1st Lt. J.A. Crouchley
Captain 1st Lt. J.L. Yelvington
Crew. 1st Lt. W.R. Joyner
Cpl. R. Venegas
S/Sgt. R. Alexander G.I.
Sgt. E.F. Weingart
Sgt. J. Saia <i>many 100 miles</i> | |
| Aircraft Letter. | | | |
| Time Up. 15.00 Lydda L.T. | | | |
| Time Down. 22.45 | | | |
| Total Time. 7 hrs. 45 min. | | Aerodrome or L.G. | |
| Type of Cloud. Scattered Strato-Cumulus | | Map or Chart | |
| Amount of Cloud. 1/10 or less | | Reference. | |
| Base of Cloud. | | | |
| Visibility. Good | | T / 1 (1) | |
| General Weather. Good | | | |

Task or Duty. Tobruk 5 x 1000 lbs. .12 T.D.

| Time. | Height. | Place. | Narrative. |
|-------|---------|--------|---|
| 19:28 | 24,000 | Target | <p>Trip to target uneventful.
This a/c was in 1st element.</p> <p>Bombing run made from W. to E. and bombs were released in train (70 ft. interval) on area L 18. No results of bombing from other a/c observed at least from large M/V observed. One large M/V position Q 18.</p> <p>A/A - Negligible as far as this a/c was concerned.
E/A - One observed but no action resulted.</p> <p>Trip from target uneventful.</p> <p>Approximately 15 pictures were taken.</p> <p>Position F G showed concentration of supplies (apparently bombs) and motortransport. Considerable activity noted in this general area. - Also in position 11 Z. This was also true of K 19.</p> |

F.N. Shumaker
F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912/131EJ - 200,000 - 3/42

P.T.

Dist:- H.Q. U.S.A.A.F. M.S.
U.S. Operat. as Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

| | | | |
|----------------------------------|-----------------|--|---------------|
| Sheet No. | Oprep. Ref. No. | Date. 6 August | Squadron. Hal |
| Type of Aircraft. B-4D. | Aircraft No. 12 | Capt. Toomey
Captain Lt. Broadwell
Lt. O'Meara
Crew. Sgt. Jenkins
Cpl. Block
Sgt. Hundley
Cpt. Street
Sgt. Montgomery | |
| Aircraft Letter. | | | |
| Time Up. 15.05 Lydda L.T. | | | |
| Time Down. 23.20 | | | |
| Total Time. 8 hrs. 15 min. | | Aerodrome or L.G. | |
| Type of Cloud. Scattered Cumulus | | Map or Chart | |
| Amount of Cloud. less than 1/10 | | Reference. | |
| Base of Cloud. | | T / 1 (1) | |
| Visibility. Very Good | | | |
| General Weather. Good | | | |

Task or Duty. Tobruk

5 x 1000 lbs. .12 T.D.

| Time | Height. | Place. | Narrative. |
|-------|---------|--------|---|
| 19:29 | 24,500 | Target | <p>Trip out uneventful.
This A/C was in last element.</p> <p>Bombing run from N.W. to S.E. Bombs released in train (75 ft. interval). Results of the bombs of this A/C - nil results. One fire position N 10 - smoke dark gray in color. Dock area and hinterland bombed by British Libs. One large M/V entrance of harbor course N.N.W. Another M/V position T 16 - This vessel appeared to be afire.</p> <p>A/A - This A/C was bounced by at least 2 bursts. Most of the a/c was fired at the ships which were following. The largest battery located at U 12 - 8 large guns.</p> <p>E/A - Several pursuits seen taking off - but no action resulted.</p> <p>2 pictures taken, but the photographer was unfamiliar with operation of camera.</p> <p style="text-align: right;"> <i>F. N. Shumaker</i>
 F. N. Shumaker
 Colonel A.C.
 Senior Intelligence Officer </p> |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2-5195-4

P.1.

PART B (on reverse) to be completed according to relevant pre-forms in H.Q. H.A.F. M.E. Instruction 34.

2012/PNEJ-200,000-31/2

F.N. Shumaker
Colonel A.C.
Senior Intelligence Officer

Trip out uneventful. This A/C was No. 2 in 1st element.
Run made from W. to E. - Bombs released in salvo (through doors). - Impact noted in 16 area. Missed - One large W/V was unloading 14. A/A - Heavy but inaccurate for this A/C. E/A - Several pursuits took off - No action. Pictures were taken.

| | | | | | |
|-----------------------|-------------------|-------------------|--------------------|----------------|--------------|
| Time | 19:36 | Height | 24,100 | Place | Target |
| Narrative. | | | | | |
| Task or Duty. Tobruk | | | | | |
| 5 x 1000 lbs. 12 W.D. | | | | | |
| Type of Cloud. | Scattered Stratus | Amount of Cloud. | 1/10 | Base of Cloud. | Good |
| Visibility. | Good | General Weather. | Good | Map or Chart | |
| Reference. | | P 1 / (1) | | | |
| Sheet No. | Opcep. Ref. No. | Date. | 6 August | Squadron. | Hq1 |
| Type of Aircraft. | B.24D. | Captain | 1st Lt. W. Steward | Major | M.R. Fennell |
| Aircraft No. | 24 | Crew | 1st Lt. D. Dalgie | Sgt. | W. W. Mayhew |
| Aircraft Letter. | | Sgt. | A. Patrick | 1st Lt. | H. Smith |
| Time Up. | 14.58 | Lydda | 1.7. | | |
| Time Down. | 23.35 | | | | |
| Total Time. | 8 hrs. 37 min. | Aerodrome or L.G. | | | |

Dist: - H.Q. U.S.A.F. M.E. U.S. Operat as Lydda H.Q. 205 Grp H.A.F. (Part A) SORTIE REPORT

H.A.F. Form 441 A

Senior Intelligence Officer
Colonel A.C.
R.H. Shumaker

F.N. Shumaker
(1)

Seven B-24 airplanes attacked Tobruk. One fire started dock area position 14 0 map T 1(1). Two large M/V's observed in harbor. No hits (r). No hits claimed on shipping. Bomb loading 35 x 1000 lbs. G.P. Operational time 56 hours 17 minutes.

MOST SECRET

To: - Commanding General, U.S.A.A.F. M.F.
From: - First Prov. Bomb Group P.B.G. 157 7/8

COPY

1. Enclosed are Jortie Reports of Mission No. 39 of First Provisional Bomb Group - attack on Tobruk, 6th August 1942.
2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0030 hours 1.P. 7th August 1942.

To: - Commanding General, Headquarters, U.S.M., B.A.F.

7th August 1942

HEADQUARTERS
FIRST PROVISIONAL BOMB GROUP
U.S.A. MIDDLE EAST AIR FORCE

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OFFICE OF THE PROVINCIAL BOMB GROUP
Lyden, Palestine

30 August 1942

OPERATIONS MEMORANDUM

TO :

ALL Combat Groups.

1. The following signals will be studied and understood by all combat members of this organization.

- a. The roosting of wing from flight or element leader - Close up formation.
- b. Flash call or yaw - Open up formation.
- c. Opening of bomb bay doors - Doors to be opened, all planes open bomb bay doors and prepare to bomb.
- d. Emitter of sirens after bomb bay doors are opened - Start on bombing run.
- e. If target is spotted by wing men or element leader will also I his element leader with this lamp. A series of dots "emitted" the target is spotted on his left and a series of dashes meaning the target is spotted on his right. The element leader will signal the full number of the full leader, using the same method of dots or dashes. The full number will immediately pass this message to the pilot by radio telephone.
- f. Any pilot leaving formation returning to base will give the landing signal while in a series of small rooms.
- g. Any one in distress and unable to return to base while being attacked by the enemy will use a series of small rooms.
- h. Pilot or Co-pilot will stand by on ground not on entire flight.
- i. Radio will be used only when enemy pursuit is started or when target is sighted and it is necessary to inform the leading flight of the position.

By order of Lt. Colonel McGRATH.

Major P. DAVIS,
Major, AAF,
Operations Officer.

OFFICIAL:
Major P. DAVIS,
Major, AAF,
Operations Officer.

Operations Officer.
Major, AAF,
PAUL F. DAVIS,

OFFICIAL:

PAUL F. DAVIS,
Major, AAF,
Operations Officer.

By order of Lt. Colonel McGURKIN.

1. Radio will be used only when enemy pursuit is anticipated or when target is sighted and it is necessary to inform the landing flight of the position.
2. Radio will be used only when enemy pursuit is anticipated or when target is sighted and it is necessary to inform the landing flight of the position.
3. Pilot or co-pilot will stand by on command set on. The other two ships will fly on his wing and protect him until he has reached home or destination.
4. While being attacked by the enemy will be a serious Any one in distress and having to return to base rooms.
5. Any pilot leaving formation returning to base will give the landing signal which is a series of small interphone.
6. Immediately pass this message to the pilot by radio method of dots and dashes. This will number of the pilot leader, under the same spotted on his right. The element leader will attempt left and a series of dashes meaning the target is series of dots meaning the target is spotted on his left. I am alerted for target with this lamp. A
7. If target is spotted by wing men of any element he starting on bombing run.
8. Position of element after bomb bay doors are open:-
9. Opening of bomb bay doors - "Target is sighted, all close up formation."
10. Flash fall on YAW - Once in formation.
11. The rocking of wing from flight or element leader:-

1. The following signals will be studied and understood by all combat members of this organization.

All Combat Crews.

TO

OPERATIONS MEMORANDUM

30 August 1942

PROVISIONAL BOMB GROUP
OFFICE OF THE OPERATIONS OFFICER
Lydda, Palestine



action the lar, number of rounds fired from each position is

| | |
|-------|----------------------|
| Tail | 1,500 rounds per gun |
| Beam | 400 " " " |
| Belly | 100 " " " |
| Nose | Not used to date |
| Upper | 600 rounds per gun |

On two occasions all the upper turret ammunition has been used. Apart from this position the ammunition supply has been found satisfactory. It is suggested that the upper turret ammunition tanks be lengthened to take more ammunition.

10. (a) The damage sustained by enemy fire has in the majority of cases been from the aft port of the bomb bay to the tail affecting the hydraulics, trimming tabs in the fuselage and the turret.
With A.A. fire any of the four engines can be put out of action, but with fighter attack it is generally one of the outer engines.
- (b) The personnel most likely to be wounded seem to be the mid upper, beam and tail gunners.
- (c) N/A
- (d) The petrol tanks are self-sealing and are considered good. No permanent damage has been sustained by these.
- (e) NIL

11. Is more armour plate needed, and where is this to be located.

Three suggestions are put forward. Firstly, that the oil tanks should have some protection against fire from fighters. At present none is afforded. Secondly, some measure of protection should be given to the fighting control position. It is suggested that armour plated glass in the top astro hatch, similar to the Halifax, be installed. Thirdly, that the beam gun armour should be extended up the fuselage. The existing beam plating gives little security to the gunner when turning sharply into attacks. It is not suggested that the existing location of the beam plating be altered but that it should be increased by extending up fuselage. On one occasion, after surprise by a night fighter, bullets were deflected by this plating out of the aircraft, which proves the present siting is necessary.

Wing Commander, Commanding,
No.160 Squadron, R.A.F.



Sheet 8

The seat forms the hinged top of a locker, the height of which can be adjusted to suit the air gunner's convenience, irrespective of its automatic operation.

A reflector sight is mounted above the gun on a cross-shaft, which is connected to the gun elevating lever so that the sight moves in harmony with the gun.

Electrical connections for the various turret services are fed into the turret from the fuselage through a distributor or slip-ring device, located in the centre of the turret floor.

A low pressure oxygen supply is fed into the turret from the fuselage through a rotating gland located at the centre of the rotation arm on top of the cupola.

Provision is made in the disengaging gear to uncouple the turret movements from the hydraulic power system for manual operation during servicing. A remote control operated from the fuselage for the rotation movement is also fitted to allow evacuation of casualties.

A cupola panel at the front and sides with glazing material is provided to protect the air gunner from the air stream. The cupola which is secured at its base to the rotating ring of the turret has vertical slots at the front to accommodate gun movement in elevation and depression. Entrance and exit from and into the fuselage is through two sliding doors in the rear of the cupola.

(c) Range and Effectiveness.

The absolute limit of range in air combat with .303 Brownings is 600 yards. This distance is divided as follows:

| | | |
|-----------|---|---------------------------------|
| 600 yards | - | Limit of range |
| 400 " | - | Commencement of effective range |
| 150 " | - | " " point blank range. |

The chances in no deflection conditions of forcing a fighter to break off his attack as the result of a three-second burst from a four gun turret are:

| Range (yards) | 100 | 200 | 300 | 400 |
|----------------------------|------|-----|-----|-----|
| Chance with 3 second burst | 100% | 93% | 72% | 48% |

The figures which refer to chances of compelling a fighter to break off are taken from a paper dated June 1942 - S/4120 circulated by the (Air Tactics) Air Ministry, to which reference should be made for fuller information on this subject.

This Squadron claims as probables a JU.88, M.E.109, Messerschmitt 202, and six M.E.110's, together with two M.E.110's confirmed.

(f) Firing time of ammunition supply.

The firing time and quantity of ammunition carried is as follows:

| Position | Quantity | Firing times |
|----------------|----------------------|-----------------------|
| Tail | 2,500 rounds per gun | 115 seconds (approx.) |
| Upper | 600 " " " | 30 " " |
| Beam | 1,000 " " " | 50 " " |
| Nose and Belly | 600 " " " | 30 " " |

Contd. Sheet 9.

Allocation

It is essential that there should be essential authority in a formation to allocate targets to gunners in order that no hostile aircraft may attack the formation without encountering return fire. This also applies to single aircraft which are equipped with two or more turrets which will bear in the same direction, i.e. tail and nose turret with the addition of uppers and/or unders. German S.S.F.s and T.S.F.s are armoured against attack from ahead and astern and present only a small vulnerable area to the gunner in an aircraft which is being attacked, but are very much more vulnerable to .303 machine gun fire directed at their sides. Cross fire, therefore, can be very effective, and the Controller should initiate it whenever the opportunity offers.

Initiation of Fighting Manoeuvres

In general it may be said that fighting manoeuvres depend for their success on the timing of their commencement against the position and closing speed of the hostile fighters. The duty of manoeuvring the Squadron devolves upon the Controller and is the most important part of his duties. The Controller is helped in his task of correctly timing the commencement of any manoeuvre by the use of the operative word 'GO'. Every time an executive order is given in the air it must conclude with the word 'GO' and it is upon receipt of this word that the recipient of the order commences its execution.

(c) Effect of Height on Gunners turrets and sights.

No effect has been observed in this theatre of war at heights up to 17,000 feet and in temperatures down to -50° C. In cold temperatures the turrets are operated in all directions once every 10 minutes as a precaution against freezing up.

(d) Working of Gun Turrets and Sights.

The following is a general description of the tail turret and a diagram of the turret layout is given in appendix F. The hydraulic components and electric of the upper turret are the same as the tail, the two turrets differing only in layout and the fact that, as the upper carries its own ammunition supply, no feed assister is fitted.

The turret mounts four Browning .303 guns carried in pairs on each side of the turret in front of the air gunner.

The guns are mounted on their sides on recoil mountings attached to plates, which are supported in horizontal bearings. These plates are rigidly coupled by a substantial tube to ensure synchronised movement of the guns in elevation and depression.

The guns are fired by Solenoids controlled by a press button on top of the control column. This Boulton Paul electrical firing system is described fully in A.P.1641.E.

The ammunition supply of 2,300 rounds per gun is carried in boxes located in the fuselage well forward of the turret, the belts being brought to the turret via tracks. The belts enter the underside of the turret at the centre of rotation over rollers built into the slip ring drum. A feed assister, driven from the turret electric motor serves to draw the ammunition belts through the fuselage to the guns. Empty cartridge cases and links are jettisoned into the air from the front of the turret.

To facilitate sighting over the wide angle of movement in elevation and depression, the air gunner's seat is raised and lowered by a hydraulic ram connected in series with the gun elevating ram. Non-return valves are included in the hydraulic circuit to maintain the two rams in phase.

9. Blind spots and corrections.

The gun armament consists of Boulton Paul Tail and Mid-Upper Turrets, with four .303 Brownings in each. There is also a twin Browning gun installed on each side of the fuselage and single Browning gun in the nose and belly of the aircraft. The fields of fire, which are shown in appendix D are as follows:

| Gun position | Azimuth | Elevation | Depression |
|--------------|-------------------|-----------------|---------------|
| Tail | 130° | 60° | 50° |
| Mid-Upper | 360° | 84° | Nil |
| Beam Guns | 65° (approx.) | 50° (approx.) | 50° (approx.) |
| Belly Gun | 30° fore and aft. | 30° either side | |
| Nose Gun | A cone of 30° | | |

For the sake of clarity the fields of fire of the nose and belly guns are omitted from appendix D.

The upper turret is fitted with a gun fire interruptor, which breaks the gun firing circuit during those intervals when parts of the aircraft might be damaged. These blind spots are given in appendix B.

Since June 1942 about 30 attacks have been made on aircraft of the Squadron and during none of these has any difficulty been experienced with blind spots. The only major blind spots are on the bows below the horizontal. Owing to the speed of the Liberator no bow attacks have been attempted.

There is, therefore, no need to alter the fields of fire.

(b) Gunner Controllers and how they are used.

Gunner control as such is not used in this Squadron. What is used, however, is fighting control. Fighting control, when used to coordinate the defence of bomber aircraft may be analysed into four essentials which are valid for aircraft flying singly or in formation. The three essentials are:

(1) A running commentary which should include range indication.

(11) Whenever possible, allocation of targets to gunners.

(111) Initiation of fighting manoeuvres.

(12) The control of fire is negative and not positive, i.e. the gunners are not told when to open fire, but are only warned after an attack that they commenced firing out of range.

The first three essentials are considered in some detail below.

The Running Commentary

This is given to assist the unlighted members of the crew and has been found to be of considerable psychological value. It must be vivid and accurate enough to enable them to visualise -

- (1) The type and numbers of attacking fighters.
- (11) The position of the enemy relative to the Controller's aircraft.
- (111) The range.
- (12) The type of attack being delivered.

Searchlights. A maximum of 25 searchlights has been reported, but it is usually found that only 10 to 15/16 operate at once. These work singly, in pairs, or in threes - usually in cones. Some are bluish and most appear mobile.

The use of I.F.F. over the target (switched on and off alternately every few seconds) has been reported as effective as a measure against searchlights. The master searchlights are situated on Menger El Mergab and Menger Shansak.

Benghazi Defences

A.A. It is difficult to assess accurately the A.A. defences of Benghazi as guns are being moved up towards the front and many gun sites are unoccupied. The latest estimate of guns present is:

5 heavy batteries (18 guns)
20 light guns

11 Searchlights.

(b) The evasion by day is as stated in answer to question No.5. The evasion by night is the standard evasion tactics as practiced by home based bombers against targets in Germany.

(c) Flak damage has been sustained but no aircraft have been lost at night. Two aircraft have been shot down by day.

8. In general, night operations are favoured as against day operations for the following reasons:

(i) Aircraft operate singly, can make better use of their petrol and thus increase their range.

(ii) Concealment of darkness reduces number of fighter interceptions and attacks. In this connection it is considered that the present defensive armament, together with its performance, makes the Liberator 2 a superior fighting machine to the enemy night fighter, provided the enemy does not achieve surprise.

(iii) Concealment of darkness reduces the chances of loss due to A.A. fire.

(iv) Over a defended target each crew takes an individual aim, thus increasing the probability of a hit and owing to darkness more time can be spent over the area.

For particular night operations the target favoured is a land target covering a wide area such as buildings, petrol installations, jetties, etc. The reasons are:

(i) The difficulty in picking up a small target at night.

(ii) As it has not been found practicable to operate the Sperry Bombight at night, the C.S.B.S. is not so accurate.

For day operations the target most favoured is a Shipping Strike. The reasons are:

(i) The A.A. defence is generally not so formidable as for land targets, thus permitting -

(a) A good run up with the Sperry Bombight.

(b) A good defensive formation to be maintained against fighters.

(ii) With the range possessed by these aircraft ships a considerable distance away can be attacked.

This formation has the following merits:

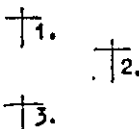
- (i) It reduces the time spent flying level and straight in A.A. to 30 seconds or less.
- (ii) It presents the fighter with a very difficult deflection shot on numbers 2 and 3. The Squadron combat experience has shown that fighters rarely hit until at point blank range.
- (iii) Combat has shown that it provides adequate protection for No.1
- (iv) The formation can travel at 200-210 m.p.h. I.A.S., thus reducing number of possible S.S. Fighter attacks.
- (v) If intercepted before reaching target, it enables a track in to be made good.
- (vi) In attacks made level on the Liberator or from slightly below it brings the upper turret to bear during parts of the attack.

In conclusion it is considered that the best formations consist of:-

- (i) 6 aircraft - 2 vics of 3 in box.
- (ii) 8 aircraft - 2 vics of 3 with 1 in close box.
- (iii) 12 aircraft - 2 boxes of 6.

Formation - Night - (a) Against fighters. (b) Against A.A.

The Squadron operates singly by night. On only one occasion has formation been used, and then only for 30 minutes. Three aircraft were used and they formed on each others exhaust flames at about 400 yards apart in the formation shown below:



In the event of fighter attack each aircraft takes individual action.

6. (a) The only two well defended targets encountered by this Squadron are Tobruk and Benghazi. The defences of these places are as shown below:

Tobruk Defences

A.A. There are 64 heavy A.A. guns in the Tobruk defence scheme, arranged in 18 batteries. These are all confirmed by photographic check. It should be borne in mind, however, that these guns never operate all at the same time. The intensity varies considerably, the strength of the attacking force of bombers apparently being the deciding factor.

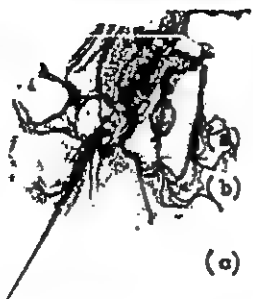
The batteries are mainly situated in the areas South to South East of the harbour and North and North West of it. There is a recent report of an 8 gun battery to the North East of the town.

It has also been noted that fewer batteries operate when weather conditions such as heavy cloud make it difficult for attacking bombers to locate the target, no doubt so that the exact position of the harbour may be concealed as long as possible.

There are approximately 48 light A.A. guns in the vicinity comprising 20 batteries. These are scattered round the harbour. The latest reports seem to indicate that there is one line of positions near the water's edge and another line further back.

Novel types of fire such as "red balls" and linked phosphorescent shells have also been reported. Light A.A. fire has been experienced up to a height of 14,000 feet.

A predictor has been located on photographs and much of the gunfire is thought to be predictor-controlled.



56,000 lbs.

(b) With full petrol - 7000 lbs.
With 1750 gallons - 8000 lbs.

(c) Right members - 1st Pilot (Captain)
2nd Pilot
Navigator
1st Wireless Operator
2nd Wireless Operator
Gunnery Controller
Mid-Upper Gunner
Rear Gunner

5. The two parts of this question are answered together.

When first attacking defended targets by day aircraft were operated in separate vics of three. If more than three aircraft were required then the increase was in multiples of three, each vic being a spear-ate formation but flying nearby for mutual support.

After an action fought at Tobruk on 19.7.42 in which an S.S.F. attacked up the middle of one vic three times, it was decided to operate in fours, each four being divided into sections of two. Cruising formation was echelon starboard stepped down, the aircraft being far enough apart to use the auto pilot. On approaching interception areas the formation closed to 1/2 span (see appendix A), and from this position all subsequent moves were made in combat - the final formation being box down (see appendix B).

It was considered this formation possessed the following advantages over the vic:

- (i) Presents a narrower front on which fighters could be deployed.
- (ii) Increases the fire power of each formation by 33%
- (iii) As each of the two forming aircraft was flying in number 2 position it reduces the pilot's flying fatigue on long trips.
- (iv) The reduced frontage enables the formation to be turned more quickly.
- (v) On coming under A.A. fire the two sections could open to 200 yards.

This formation was tried in a day operation at Benghazi on 23.7.42, and was found successful against fighters. Two attempts at beam attacks were defeated by moving to box down and altering the stepping in box - the enemy aircraft then being reduced to 'nibbling' attack on the rear aircraft. During these attacks the formation came under heavy A.A. and three out of four aircraft were so damaged as to be unable to keep formation.

As a result of this experience it became obvious that a compromise must be sought between a good anti-fighter and a good anti- A.A. formation, as each could be expected to be encountered again simultaneously.

The present tactics are to operate the aircraft in vics of three, which are regarded as the basic fighting unit. The aircraft fly sufficiently far apart to use the auto pilot and on reaching interception areas close to 200 yards from number 1, and are stepped up 200 feet. (see appendix C). On commencing the run up on the target and/or on attack by fighters, numbers 2 and 3 corkscrew to No.1, who is doing a gentle undulation. The first part of the corkscrew being the dive towards number 1. At no time may numbers 2 and 3 be more than 200 yards away from leader. When within 30 seconds of dropping the bombs the leading bomb aimer informs all the aircraft on the R/T and all straighten out for bombing. As soon as bombs are gone the corkscrewing is recommenced and combined with a turn and dive away from the target. On going out of range of the A.A. and/or on cessation of fighter attack, numbers 2 and 3 straighten out and resume the positions shown in appendix C.

The Squadron has twice operated with these tactics, as a basis, using a fourth aircraft forming closely in box under the leader's tail. On each occasion these tactics were found successful; out of 6 twin engine fighters 2 are confirmed as certain losses, 2 probables and 2 possibles.

The actual radius of action has been determined more as a result of keeping a check of petrol consumption together with a close analysis of navigation logs rather than using a set formula. The basis of operating these aircraft, as employed by the pilots, is -

- (i) To maintain a steady indicated airspeed of 160-165 m.p.h. both for climbing to height and at height.
- (ii) To maintain a steady boost pressure of 29".
- (iii) To fly in Auto Lean mixture.
- (iv) To reduce on the engine revolutions as the load decreases.
In general, over a long flight, the average change in the engine revolutions is from 2200 revs. to 1600 revs.
- (v) Over the target area to increase engine revolutions to not less than 2000 revs. and fly in Auto Rich mixture.

The following figures have been arrived at for aircraft operating with an all up weight of 56000 lbs. at take-off.

(a) By night (aircraft operating singly)

Average petrol consumption - 150 g.p.h.
Total petrol available - 1890 gallons
Total time - 12.6 hours
Allowing 1.6 hours for safety purposes, total operational time - 11 hours
Average speed over period - 180 m.p.h.
∴ Distance flown in 11 hours = 1980 miles
This figure is regarded as 2000 miles giving a radius of action of 1000 miles.

(b) By day (aircraft operating in formation)

Average petrol consumption - 165 g.p.h.
Total petrol available - 1890 gallons
Total time - 11.4 hours
Allowing 1.4 hours for safety purposes, total operational time 10 hours.
Average speed over period - 180 m.p.h.
∴ Distance flown in 10 hours = 1800 miles
∴ Radius of action is 900 miles.

3. Night (Aircraft operating singly with 6000-7000 lb. bomb load)

- (a) 17,000 feet
- (b) 8,000 feet. (This height applies to a defended target. The flame exhausts become visible below this height)
- (c) 15,000-13,000 feet.

Day (Aircraft operating in formation with 6000-7000 lb. bomb load)

- (a) 16,000 feet
- (b) As low as bomb fusing will permit
- (c) 16,000 feet against a defended land target.
12,000 feet against merchant ships at sea, using the Sperry Bomb sight.

1. (a) Bombers 40%

General causes of Liberator Aircraft being out of Commission are:

- (i) Failure of Self Sealing Cells due to weakness of outlet neck and Inspection panel joint - 5%
- (ii) Change of Engines due to failure of 2 Speed Blower clutches and Enemy action - 5%
- (iii) Routine Inspections other than Major (240 hour) Inspections - 12 1/2%
- (iv) Minor (Cat. I) damage by enemy action - 5%
- (v) Hydraulic troubles particularly:
 - (a) Brake Deboosters
 - (b) Hydraulic Pressure Switches
 - (c) Auto Pilot Losing Pressure 2 1/2%
- (vi) Electrical Faults particularly:
 - (a) Curtiss Electric Airscrew and Governor unit.
 - (b) Voltage regulator failure.
 - (c) Starter Motor Dog Shaft fractured
 - (d) Meshing and Charging Solenoids burning out 5%
- (vii) Miscellaneous causes such as:
 - (a) Repairs to tail bumper wheel box
 - (b) Fractured Nose Oleos.
 - (c) Cracked Exhaust Stubs
 - (d) Burst Brake Expander Tubes 5%

(b) MIL

The above does not include:

- (i) Aircraft undergoing Major Inspections (240 hours) which take approximately 12 days to complete.
- (ii) Aircraft so damaged by enemy action or other causes which render them beyond Unit capacity to repair. (Cat. II)

The availability of spares and components largely governs the percentage of unserviceable aircraft. Spares and replacement components are in short supply in the Middle East for Liberator Aircraft, and given an increased supply of certain items particularly

- (i) Complete Power Plant Assemblies.
- (ii) Various Electrical Components.

the percentage of unserviceability would probably reduce to approximately 30%.

The Liberator Aircraft would appear to be particularly suited to conditions in the Middle East, and none of the difficulties encountered are the result of climatic conditions.

1. Arrive in morning 0800 hours and have all the latest results of operations, fighter tips, the success of the operation, opposition encountered, weather, reasons for aircraft not taking off or returning early, etc.

2. Acquaint yourself with all signals. I have all the signals of the preceding day for perusal.

3. Endeavour to get operational programmes for day and night operations.

4. See the big White Chief and inform him of the results etc. and try by experience to anticipate his questions. Bring to his notice immediately any important operational or policy signal.

5. If you have been given a general operational directive, tell big White Chief in case he has any ideas and then go quietly into your office and work on it.

6. Keep your operations officers as far as you are allowed in the picture so that they can answer questions in your absence.

7. You cannot run an operations room with less than three Operations Officers. Their watches should be:

- A 0800-1330
- B 1330-2030
- A 2030-0800
- B 0800-1330
- C 1330-2000

This enables the bloke on in the morning, (and therefore knows what is being arranged) finishing the operations arranged in the morning overnight. He then gets a good break.

8. The most important thing I know is LOGGING. All operations officers and yourself should log carefully and tidily every conversation. Many times I have been saved from being accused of making a 'cock up' by logging. Orders from your own boss in his office should be logged immediately afterwards.

9. The planning of an operation is only to well known to you and I should be immodest as to presume to teach you this, but it is essential to call in your various experts, meteorological, armament, and signals. At any time you may be called upon to explain in detail something in the Form B and this is easy if you have had expert advice.

10. You are yourself big White Chief of the Operations Room and any error by one of your minions such as Gen Bon more than reflects on you — you get a rocket. So that it is a good thing to call in at odd times and always be available. The log book should be read through by you and signed. The operations officers should bring your attention to important signals.

11. The Daily Mayfly should be given to you 1630 and again at 0900 so that you can always tell the Boss how many aircraft you will have if a sudden operation is thrown at your head.

12. A copy of the OPSUN should be seen by you in case higher authority query your story at any time.

13. One of your operations officers should be detailed to keep your operational history as a Group or Command and subordinate. Groups should send their histories month by month to this office. Our record is known as Form 540 and it is made in triplicate. It tells briefly of all our operations, visits of famous people, moves etc. Each story is supported by certain appendices.

Appendix B is our operational Form B.

- " C is orders from Higher Command.
- " D is the Intelligence Summary.
- " E is photographs, maps etc.
- " F is administrative orders.

14. Another Officer should be detailed to keep operational records such as number of Sorties made by each Group each month and the tonnage of bombs dropped and the hours flown.

15. The third Operations Officer should be detailed to keep a record of each pilot, the number of successful raids he has done, the number of times returned
.....Early

Attacks were carried on until 5:30 PM Mikuma was sunk shortly after noon Mogami was gutted and subsequently sunk. Another enemy cruiser and destroyer also were hit during these series of attacks. It was during this afternoon (June 6th) that United States destroyer Hammann was torpedoed and sunk by enemy submarine. Most of her crew were rescued. The Hammann was destroyer announced as lost in Admiral Nimitz's communique of June 7th. After June 6th repeated attempts were made to contact remainder of Japanese invasion fleet but without success. It was on June 6th, while one of these searches was being carried out by group of long-range Army medium bombers under command of Major General Clarence L. Tinker, USA, that plane carrying General Tinker was forced down at sea and lost. Following is recapitulation of damage inflicted upon enemy during battle of Midway:

Your Japanese aircraft carriers, Kaga, Akagi, Soryu, and Hiryu sunk. Three battleships were damaged by bomb and torpedo hits. One severely. Two heavy cruisers, Mogami and Mikuma were sunk. Three others were damaged, one or two severely. One light cruiser was damaged. Three destroyers were sunk and several others were damaged by bombs. At least three transports or auxiliary ships were damaged, and one or more sunk. An estimated two hundred seventy-five Japanese aircraft were destroyed or lost at sea through lack of flight decks on which to land. Approximately four thousand eight hundred Japanese were killed or drowned. Our total personnel losses were 92 officers and 215 enlisted men.

*Imperial Japanese Navy
suffered a severe blow, the loss of the
things that were their main strength
in the Pacific. The loss of the carriers
(Kaga, Akagi, Soryu, Hiryu) -
down this day. The loss of the
personnel of the Japanese Navy.*

*Having your present
being an American.*

Spillane

During same afternoon (June 4th), United States submarine scored three torpedo hits on smoking carrier Soryu as enemy was attempting to take it in tow. These hits caused an outbreak of fresh flames which engulfed carrier and forced crew to abandon ship. At about sunset heavy explosions and huge billows of smoke were observed. Soryu sank during night. Just before sunset (June 4th) United States Army bombers delivered heavy bomb attack on severely crippled and burning ships. Three hits were scored on damaged carrier (probably Akagi); one hit was scored on large ship; one hit on cruiser which was left burning; and one destroyer was damaged and believed to have sunk. Situation at sundown on June 4th was as follows:

United States forces had gained mastery of air in region of Midway. Two carriers, Kaga and Akagi had been hit by many bombs and torpedoes from Army planes and carrier based naval aircraft in morning, and Akagi had been further damaged by Army aircraft in late afternoon. One of these two carriers was reported by ensign Gay to have been shelled and finished off by Japanese cruiser. Both enemy carriers sank or were sunk by Japanese before morning. Soryu had been hit heavily by Marine Corps dive bombers, Army bombers, carrier based planes, and submarines. She sank during night. Hiryu had been damaged by carrier aircraft after her own planes had damaged Yorktown. Hiryu sank early following morning.

Two enemy battleships had been damaged, one severely. One enemy destroyer had been sunk. One enemy transport and several other ships had been damaged. USS Yorktown had been put out of action. Early in morning of June 5th, enemy submarine shelled Midway briefly but caused no damage. Our shore batteries returned fire. At dawn our forces were marshalling their strength for further assaults against enemy fleets which by now had separated into several groups, all in full retreat. Unfavorable flying weather made search to northwest of Midway difficult and hazardous but flight of United States Army flying fortresses managed to contact enemy contingent of battleships and cruisers to westward of Midway. They attacked and scored direct hit on damaged cruiser. Another bomb damaged same cruiser's steering gear. She was last observed listing badly and turning in tight circles. This attack was followed quickly by Second Army air force attack which scored hit on stern of heavy cruiser. Meanwhile, at about noon (June 5th) United States Marine Corps aircraft located damaged enemy cruiser and delivered one direct hit. In afternoon of June 5th, Army flying fortresses attacked enemy cruisers again and scored three direct hits upon one heavy cruiser. On return trip, one of these planes was lost. Second was forced down at sea 15 miles from Midway. All except one of crew of second plane were rescued. Local bad weather condition to northwest of Midway hampered search operations of our carrier planes which were seeking enemy in that area. Throughout night of June 5th-6th, our aircraft carriers steamed to westward in pursuit of enemy. Early in morning of June 6th search by carrier aircraft discovered two groups of enemy ships, each containing cruisers and destroyers. Between 9:30 and 10 AM our carrier planes attacked one group which contained heavy cruisers Mikuma and Mogami and three destroyers. At least two bomb hits were scored on each cruiser. One of destroyers was sunk.

[illegible]

ALBINO BULLETIN No. 166
New York, New York
July 15, 1942

166-1942

WAR COMMUNIQUE AND REPORTS

Navy Department issued following communique on Midway battle late Tuesday: "Early in June, near island of Midway about 1100 miles to westward of Pearl Harbor, units of our Army Navy and Marine Corps joined action with strong Japanese invasion fleet which was approaching our Midway outpost. Voluminous reports of details of battle of Midway have been studied and evaluated so that this resume now becomes possible. After defeat of Japanese in battle of Coral Sea between May 4th and May 8th, our shore based reconnaissance aircraft and submarines reported general withdrawal of enemy naval ships from southwest Pacific toward Japan. Concentrations of enemy naval units made it apparent that large scale offensive operations were planned by enemy, but exact nature of plan of attack could only be guessed. Enemy had learned in battle of Coral Sea that sea approaches to Australia were strongly defended. It appeared logical, therefore, to assume that enemy's next thrust would come in some other area—possibly Hawaii, Alaska, Panama Canal Zone, or even Pacific Coast of United States. In accordance with ????????? United States naval surface forces were deployed in area between Midway and Aleutian Islands. Bases in outlying islands and in Alaska were reinforced by long range, shore based aircraft. Similar precautionary measures also were taken on Pacific Coast and in vicinity of Panama Canal. At about 9:30 am June 3rd, United States Navy patrol planes reported strong force of enemy ships about 700 miles off Midway, proceeding eastward. Nine United States Army flying fortresses based on Midway immediately were ordered to intercept and attack approaching enemy. Japanese force was observed to be approaching in five columns and was composed of many cruisers transports cargo vessels and other escort ships. Army bombers scored hits on one cruiser and one transport. Both ships were severely damaged and left burning. Some lesser damage was done to other vessels in formation. Later, during night, four Navy Catalina flying boats located and attacked same enemy group by moonlight. These four planes scored two torpedo hits on large enemy ships, one of which is believed to have sunk. About dawn on June 4th, several groups of Army medium and heavy bombers, and United States Marine Corps dive bombers and torpedo planes took to air from Midway to attack approaching enemy. Results of this attack were as follows: Four Army torpedo bombers attacked two enemy aircraft carriers through heavy screen of enemy fighter protection and curtain of anti aircraft fire. One torpedo hit on carrier is believed to have been made. Two of four bombers failed to return. Six Marine Corps torpedo planes attacked enemy force in face of heavy odds, it is believed this group secured one hit on enemy ship, only one of these six planes returned to its base. Sixteen Marine Corps dive bombers attacked and scored three hits on carrier, which is believed to have been Soryu. Only half of attacking planes returned. Another group of 11 Marine Corps dive bombers made later attack on enemy ships and reported two bomb hits on enemy battleship, which was left smoking and listing, group of sixteen United States Army flying fortresses carried out high level bombing attacks, scoring three hits on enemy carriers, one carrier was left smoking heavily. Meanwhile, at six thirty-five AM (Midway time, June 4th), shortly after Marine Corps planes had left Midway to carry out attack mission, island itself, was attacked by large group of carrier based enemy planes. They were engaged by badly outnumbered Marine Corps fighter forces, which met enemy in air as he arrived. These defending fighters, aided by anti aircraft batteries, shot down at least 40 enemy planes.

The following toll roads are established for all toll roads in State U.S. Government control and is effective from October 1, 1942.

| Period | Per. only (one way) | Per. (round) |
|-------------------|---------------------|--------------|
| Oct. 1 - 7 Incl. | 1000 | 1000 |
| Oct. 8 - 14 | 1000 | 1000 |
| Oct. 15 - 21 | 1000 | 1000 |
| Oct. 22 - 28 | 1000 | 1000 |
| Oct. 29 - Nov. 4 | 1000 | 1000 |
| Nov. 5 - 11 Incl. | 1000 | 1000 |
| Nov. 12 - 18 | 1000 | 1000 |
| Nov. 19 - 25 | 1000 | 1000 |
| Nov. 26 - Dec. 1 | 1000 | 1000 |
| Dec. 2 - 8 Incl. | 1000 | 1000 |
| Dec. 9 - 15 | 1000 | 1000 |
| Dec. 16 - 22 | 1000 | 1000 |
| Dec. 23 - 29 | 1000 | 1000 |
| Dec. 30 - Jan. 5 | 1000 | 1000 |

Knowledge of these toll roads is with reference to certain cases in the present report.

By Command of U.S. General, 1942.

W. H. Gentry,
Colonel, U.S.A.,
Chief of Staff.

1942.

Major General, 1st Provisional Engineer Group (H), 15 November, 1942.
To: Commander General, U.S.A., Pacific East Air Force, Oahu, Hawaii.

Through the information in the above mentioned report is acknowledged. These instructions will be included in future reports and on work orders.

W. H. Gentry,
Colonel, U.S.A.,
Chief of Staff.

RECEIVED
THE AIR FORCE HEADQUARTERS

215 Feb
1007

September 29, 1944

RECEIVED
Commanding Officer, 1st Army Air Corps
Air Force Headquarters

TO : 1
Commanding Officer, 1st Army Air Corps
Commanding Officer, 13th Air Group
Commanding Officer, 2nd Air Group
Commanding Officer, 3rd Air Group

1. It has been determined by the Army Air Corps that the present method of recording of airplanes returning from combat missions with damaged personnel aboard has been inadequate. Consideration in landing and loss of time has resulted. It is believed that a forwarding of the number of the airplanes plus information as to number of damaged personnel and the location of the crash will make it possible for medical personnel to be prepared to treat casualties when they are received. This plan will be developed by each medical officer concerned and will be adapted to local conditions. Plans may provide for emergency to treat planes at locations, provide containing where surgery is indicated or treat casualties on air control.

2. To accomplish the above, the following code is established and will be included in the briefing of pilots. The code word means "damaged personnel aboard"; the other code word means "damaged personnel aboard". This set of code words will be used as the last group or code of the message sent by the pilot at the time of landing. The code word will be included by a message which will indicate the number of damaged personnel. A record of planes returned on the morning of October 5, 1944, will be provided as a check on the number of damaged personnel. The last group of identifying message to ground personnel will read "DAMAGED PERSONNEL". This information will be immediately transmitted to medical officers for appropriate action.

Commanding Officer
1st Army Air Corps

18-24/ 157

SUPER SECRETROUTES AND DISTANCES TO RESEARCH

All figures based on speed of 157 Kts/hr out and back.

Fuel consumption figured on 200 AMPH, gals per hr OUT and BACK.

| PLACE | TIME COURSE | DISTANCE | TIME |
|-----------------------------|-------------|------------------|--------------|
| 1st Lt. 1st. 1st. | 2360 | 1165 Kts | 1 hr 02 min. |
| 1st Lt. 1st. 2nd. 3rd. | 2100 | 182 " | 1 hr 10 " |
| 20-200, 200-200. | 2870 | 401 " | 2 hr 08 " |
| TOTAL (1st) | | 350 Kts/1001 Kts | 5 hr 40 min |
| TIME SPENT OVER TARGET..... | | | 1 hr 30 " |
| 1st Lt. 1st. 2nd. 3rd. | 2360 | 107 Kts | 0 hr 37 min. |
| 1st Lt. 2nd. 3rd. 4th. | 2000 | 1004 Kts | 4 hr 22 min. |
| TOTAL (2nd) | | 781 Kts/2004 Kts | 4 hr 59 min. |

GRAND TOTAL..... 1017 Kts/1000. Or 11 hrs 49 min.

GAS CONSUMPTION AT 200 AMPH. GAL. PER HR FOR 11 HRS 49 MIN. EQUALS: 2308 Gals.

OFFICIALS

[Signature]
KALNEH,
Major, USAF

[Signature]
L. E. BARNETT,
1st Lt., USAF

FROM 1st Lt. 1st. 1st.

[Signature]
1st Lt. 1st. 1st.

(b) (c) (4) (e). No hits to our knowledge. One airplane shot down by enemy fighter/attack and one by enemy AA. No information available on type of damage causing these losses.

No side gunner armor plate installed on B-24's in this particular group. This however is considered necessary even though no waist gunners have been hit to our knowledge.

Approved August 1942 BT.

C. V. McGUIRE,
Lieut. Col., AAF,
Commanding.

- (a) Enemy formations encountered only three times, maximum of 10 ships in enemy formations. U.S. 109 and A-1 110, RA 20001 and Macchi 2000 and Macchi 2020 (Italian).
- (b) Simultaneous attacks by single ships from either side and above. Enemy fighters concentrate on stragglers.
- (c) Loss of one airplane in 10 missions. In this theatre enemy fighters have ceased attacking our formations for the past six weeks.

B. Day Operations.

Formation is target with attack at dusk. Formation breaks up and ships return individually when complete darkness occurs.

Night Operations.

Individual airplanes attack target simultaneously. Day operations information preferred. Better bombing results and in this theatre every fighter now holds attack formations of B-24B airplanes.

- (a) Blind spots are the area where the wing and propellers block out the forward fire of the waist guns. This can be corrected by the installation of an operationally practical bottom turret or the installation of flexible guns in the nose to cover this area.
 - (b) Inter-plane communication. This is used for location description of attacking forces.
 - (c) Effectiveness decreased above 25,000 feet because of cold and altitude fatigue.
 - (d) Top turret electrically, tail turret hydraulically. The Martin top turret and the consolidated tail turret are very efficient.
 - (e) Effective destructive range 600 yds.
 - (f) With an experienced crew the airplane can withstand a 10 minute continuous attack. Recommended ammunition supply be doubled.
10. (a) A 20 mm explosive shell fired from a B-109 exploded inside the left wing of a B-24B, 10 feet inboard from the tip. Airplane returned safely to base, but it was necessary to repair the wing. Numerous ineffective hits by enemy AA but all repairable.

HEADQUARTERS
1st Provisional Bombardment Group (H)
USAF, Manila East Air Force

23 August, 1942.

ANSWERS TO QUESTIONS ON OPERATIONAL EXPERIENCE OF B-24 AIRCRAFT IN THE M.E.

1. (a) B-24's - Average of 20% out of commission. Of the ships out of commission 50% will be out because of lack of spare parts, engines etc. the other 50% because of maintenance.
(b) Effect of tropical conditions unknown, not yet encountered.
2. A B-24 operating alone and not on a combat mission will average 1 mile per gallon of fuel. Operationally the range will be .75 miles per gallon, if the pilot thoroughly understands the cruise control curve and operates his plane at maximum efficiency for range, and if the mission does not involve formation flying. This organization has been introducing a reserve of 350 gallons when aircraft returns to base. This reserve is deducted before calculating radius of action. On long missions of approximately ten hours, this range should be reduced by one per cent for each hour of formation flying.
3. (a) 30,000 feet.
(b) 14,000 feet.
(c) 14,000 to 20,000 feet.
4. (a) Will average 58,000 lbs.
(b) 6000lbs with 2700 gallons fuel.
(c) Seven if navigator is also bombardier.
Eight if navigator and bombardier are carried.
5. Day Attacks.
(a) Dive down with elements well forward and almost under preceding elements (so empty cartridge cases will clear all planes); vertical spacing should be fifty to seventy-five feet.
(b) Elements of three ships attacking from different angles.
- Night Attacks.
(c) All single ship attacks (no formation).
(d) Even numbered ships at even numbered altitudes, odd numbered ships at odd numbered altitudes.
6. (a) Light, medium and heavy. Heavy concentration for this theatre.
(b) Changing course and altitude in an irregular manner with no straight and level flight of a duration of more than 1 minute.
(c) Loss of only one airplane due to A.A. in 40 missions.

Cont'd.

| | | | |
|-----------------------|----------|------------|-------|
| Barney, Clarence A. | 631121 | Auto. Eng. | 16.15 |
| Barker, Benjamin | 11531706 | Auto. Eng. | 8.15 |
| Barnes, Byron H. | 652119 | Eng. | 14.35 |
| Bart, Alvin C. | 15017480 | Operator | 10.15 |
| Bart, Edward J. | 0701132 | Eng. | 12.30 |
| Bart, Jack O. | 17021131 | Operator | 10.30 |
| Bart, Joseph R. | 11517031 | Operator | 12.30 |
| Bartlett, Humphrey D. | 6551117 | Operator | 52.10 |
| Bates, Preston A. | 11530159 | Operator | 10.55 |
| Bellamy, Harry, Jr. | 6555011 | Operator | 15.25 |
| Bendley, Otto M. | 7050819 | Rad. Opr. | 35.00 |
| Bentley, Edward G. | 6551275 | Decks | 15.00 |
| Berry, William A. | 11513114 | Operator | 12.15 |
| Bing, Charles E. | 16017360 | Operator | |
| Bishop, Daniel J. | 11523116 | Eng. | |
| Bish, David J. | 37071153 | Rad. Opr. | |
| Bishop, George O. | 17035300 | Operator | |
| Bishop, John H. | 16017361 | Rad. Opr. | 15.50 |
| Bishop, Robert H. | 11030011 | Operator | |
| Bishop, Elizabeth V. | 15015069 | Rad. Opr. | 10.15 |
| Bishop, Francis F. | 17015027 | Rad. Opr. | 12.30 |
| Bishop, Anthony F. | 16027012 | Auto. Eng. | |
| Bishop, Leslie L. | 65555151 | Operator | 10.15 |
| Bishop, John D. | 11515006 | Operator | |
| Bishop, William F. | 15011101 | Operator | 30.30 |
| Bishop, James O. | 15025770 | Auto. Eng. | 55.30 |
| Bishop, Alfred O. | 6557111 | Eng. | 35.00 |
| Bishop, Augustus R. | 7051125 | Operator | 20.30 |
| Bishop, Thomas R. | 11013002 | Operator | 9.35 |
| Bishop, John F. | 11013216 | Rad. Opr. | 31.35 |
| Bishop, Keith A. | 70513111 | ASN. Opr. | 21.30 |
| Bishop, Fred | 13001105 | Eng. | 17.30 |
| Bishop, Stephen J. | 6519511 | Operator | 22.50 |
| Bishop, Joe M. | 6527730 | Rad. Opr. | 10.10 |
| Bishop, David R. | 11017261 | Rad. Opr. | 71.00 |
| Bishop, William | 6510300 | Operator | 14.15 |
| Bishop, Robert T. | 6559159 | Auto. Eng. | 20.30 |
| Bishop, John S. | 15002701 | Rad. Opr. | 10.35 |
| Bishop, Jack D. | 6571050 | Eng. | 15.50 |
| Bishop, Joe D. | 15002761 | Decks | 16.15 |
| Bishop, Joseph T. | 13007611 | Operator | |
| Bishop, Clifford O. | 11013021 | Operator | 35.00 |
| Bishop, Joseph | 11017177 | Eng. | |
| Bishop, Vincent F. | 655527 | Operator | 13.5 |
| Bishop, Joseph D. | 6511111 | Operator | 14.00 |
| Bishop, Pauline | 11027307 | Operator | 10.30 |
| Bishop, Robert O. | 6553751 | Rad. Opr. | 52.10 |
| Bishop, William L. | 6515774 | Rad. Opr. | 1.50 |
| Bishop, Robert S. | 13030125 | Operator | 5.15 |
| Bishop, Richard V. | 6559192 | Eng. | 21.15 |
| Bishop, Stephen | 13010055 | Rad. Opr. | 5.35 |
| Bishop, Carl J. | 13017527 | Operator | 12.30 |

U. S. AIR FORCE

9th Bomb Squadron

| Name | A.S.N. | Duty | No. of Missions | No. Combat Hrs. |
|----------------------------|----------|------------|-----------------|-----------------|
| 1/Lt. Kruger, William F. | 6543579 | Bomb. | 1 | 0.00 |
| 2/Lt. Blanchard, Frederick | 6579379 | Gunner | 8 | 99.10 |
| " Hood, Charles D. | 6382419 | Bomb. | 0 | 0 |
| " Klossch, John B. | 6254706 | Rad. Opr. | 0 | 0 |
| " Labal, Adrian A. | 6137037 | Rad. Opr. | 6 | 62.80 |
| " Leach, John D. | 6346178 | Engr. | 7 | 74.00 |
| " Lindley, Kenneth E. | 6256307 | Bomb. | 5 | 31.15 |
| " Stevens, Milton A. | 6263440 | Bomb. | 2 | 19.35 |
| " Paulson, Joseph F. | 6543780 | Bomb. | 2 | 20.30 |
| 3/Lt. Bates, Frank A. | 6664101 | Engr. | 3 | 28.00 |
| " Janitto, Raymond G. | 6958288 | Engr. | 3 | 20.15 |
| " Earl, Walter G. | 6710441 | Engr. | 5 | 49.10 |
| " Knifton, Thomas O. | 6578721 | Gunner | 8 | 49.10 |
| " Krisen, John L. | 6296485 | Gunner | 5 | 60.40 |
| " Lonsdale, Gerald G. | 6905871 | Bothradlcr | 6 | 62.80 |
| " McKain, Karl J. | 6239283 | Rad. Opr. | 4 | 38.30 |
| " Minton, Lewis E. | 6913304 | Engr. | 8 | 34.35 |
| " Roberts, John O. | 6942873 | Engr. | 1 | 8.00 |
| " Stuby, William G. | 6560041 | Engr. | 6 | 61.50 |
| " Stacey, Robert | 6568674 | Engr. | 3 | 51.40 |
| " Vonnor, Leonard L. | 4918828 | Bothradlcr | 6 | 34.30 |
| " Williamson, Luther H. | 12541078 | Engr. | 15 | 9.08 |
| 4/Lt. Abraham, George H. | 11016284 | Gunner | - | - |
| " Abraham, William G. | 61336393 | Gunner | 3 | 16.00 |
| " Arnold, Phillip | 17016007 | Rad. Opr. | - | - |
| " Baiter, John L. | 18060112 | Gunner | 3 | 21.00 |
| " Barnes, Roger T. | 14047803 | Bothradlcr | 0 | 0 |
| " Bantlay, Charles T. | 6988927 | Gunner | 4 | 26.30 |
| " Block, Robert A. | 15003930 | Gunner | 5 | 39.05 |
| " Barnheimer, Edward J. | 36811490 | Gunner | 5 | 43.00 |
| " Bowling, Walter L. | 18028783 | Engr. | 8 | 64.35 |
| " Brown, Vance | 14033154 | Gunner | 9 | 25.00 |
| " Brody, John M. | 38008467 | Engr. | - | - |
| " Bros, Herbert L. | 6912410 | Engr. | 2 | 18.35 |
| " Burgin, Bernard W. | 6912413 | Engr. | 5 | 44.75 |
| " Cardaro, Peter R. | 6994191 | Gunner | 11 | 70.50 |
| " O'Madigan, Roger M. | 10016051 | Bomb. | 2 | 17.00 |
| " Carter, Robert D. | 54154816 | Gunner | 4 | 35.00 |
| " Cacho, Jack | 10016394 | Gunner | 4 | 35.30 |
| " Curry, Maxwell H. | 6881277 | Engr. | 0 | 0 |
| " Gidson, Jordan B. | 14020180 | Rad. Opr. | 3 | 18.00 |
| " Fletcher, Edgar W. | 6900858 | Rad. Opr. | 1 | 18.15 |
| " Geyaro, Albert F. | 13008008 | Gunner | 1 | 8.00 |
| " Guthrie, Joseph A. | 6144830 | Gunner | 3 | 18.50 |
| " Gilbert, Robert T. | 11029152 | Test Eng. | 0 | - |
| " Gray, Carl H. | 13001341 | Rad. Opr. | 9 | 12.15 |

100

[illegible]

THE PROSECUTIONS, DOBRODRAST GROUP (II)

| Rank | Name | Serial No. | Rating | No. of Missions | No. of Bomb Hours |
|----------------|--------------------------|------------|-----------|-----------------|-------------------|
| 1st Lieutenant | Douglas, Scott, B. | 0.124507 | Pilot | 1 | 8.30 |
| 2nd Lieutenant | Douglas, Reynolds, A. | 0.124525 | Pilot | 2 | 12.30 |
| 1st Lieutenant | Edwards, Edward J. | 0.131296 | Pilot | 1 | 25.30 |
| 1st Lieutenant | Forbes, Victor, H. | 0.137156 | Co-Pilot | 1 | - |
| 1st Lieutenant | Giffon, Arthur S. | 0.137973 | Pilot | 1 | - |
| 1st Lieutenant | David, Nelson P. | 0.138571 | Co-Pilot | 1 | 24.05 |
| 1st Lieutenant | Evans, Chester A. | 0.127709 | Co-Pilot | 5 | 14.15 |
| 1st Lieutenant | Fleming, Walter B. | 0.134013 | Pilot | 1 | - |
| 1st Lieutenant | Ginsburg, Raymond W. | 0.131000 | Pilot | 1 | 11.15 |
| 1st Lieutenant | James, Graft H. | 0.135395 | Pilot | 1 | 15.50 |
| 1st Lieutenant | James, William G. | 0.139574 | Pilot | 1 | 15.50 |
| 1st Lieutenant | Joan, Elmer, H. Jr. | 0.130515 | Co-Pilot | 1 | 10.30 |
| 1st Lieutenant | Kelley, James D. | 0.134117 | Pilot | 1 | 15.10 |
| 1st Lieutenant | Kibbell, Charles H. | 0.135120 | Pilot | 1 | 11.10 |
| 1st Lieutenant | Lindbeck, Frank J. | 0.130994 | Co-Pilot | 1 | 07.15 |
| 1st Lieutenant | McCook, William J. | 0.130682 | Co-Pilot | 1 | 36.35 |
| 1st Lieutenant | Mengel, Herbert, Jr. | 0.130606 | Pilot | 1 | 11.05 |
| 1st Lieutenant | O'Hara, Joseph D. | 0.131160 | Pilot | 1 | 15.55 |
| 1st Lieutenant | Palmer, Marvin D. | 0.132777 | Pilot | 1 | 25.10 |
| 1st Lieutenant | Rodriguez, Alexander G. | 0.131005 | Pilot | 1 | 11.05 |
| 1st Lieutenant | Schwarz, Raymond G. | 0.130623 | Co-Pilot | 1 | 21.3 |
| 1st Lieutenant | Sealey, Harvey H. | 0.133752 | Pilot | 1 | 15.25 |
| 1st Lieutenant | Sturtevant, Malcolm G. | 0.127031 | Co-Pilot | 1 | 23.10 |
| 1st Lieutenant | Smith, Elmer A. | 0.133726 | Pilot | 1 | - |
| 1st Lieutenant | Stewart, Edgar H. | 0.131902 | Pilot | 1 | - |
| 1st Lieutenant | Stevens, Milton J. | 0.133216 | Pilot | 1 | 13.10 |
| 1st Lieutenant | Wilder, Donald H. | 0.133723 | Pilot | 1 | 15.50 |
| 1st Lieutenant | Whitfield, Richard B. | 0.131391 | Co-Pilot | 1 | 12.30 |
| 1st Lieutenant | Woods, William W. | 0.131051 | Navigator | 1 | 12.30 |
| 1st Lieutenant | Wright, Woodruff, T. Jr. | 0.130032 | Co-Pilot | 1 | 0.50 |
| 1st Lieutenant | Yaggett, Charles A. | 0.131411 | Navigator | 1 | 15.0 |
| 1st Lieutenant | Yule, Paul J. | 0.131551 | Co-Pilot | 1 | 24.35 |
| 1st Lieutenant | Harper, Clyde D. | 0.139512 | Pilot | 1 | 14.55 |
| 1st Lieutenant | Wilcox, Robert H. | 0.123109 | Co-Pilot | 1 | 19.55 |
| 1st Lieutenant | Worrell, W. | 0.130915 | Pilot | 1 | 19.55 |

• Does not include bomb time for bombs of Java.
(Major Wain, 1st Lt. Anderson, 1st Lt. Jones, C.I.I.)

| Army Serial No. | Rating | No of Missions | No. of Combat Hours |
|-----------------------|------------|----------------|---------------------|
| Shumaker, Thomas A. | Navigator | 8 | 62.25 |
| Schmidt, Ferdinand R. | " | 9 | 82.2 |
| Tahsequah, Leech | Co-Pilot | 11 | 124.25 |
| Uhrich, George A. | " | 8 | 47 |
| Walsh, Martin R. Jr. | Pilot | 11 | 110.20 |
| Walton, Douglas S. | " | 9 | 137.35 |
| Whitlock, George D. | Nav. Bomb. | 6 | 98.50 |
| Wilcox, John R. | Pilot | 6 | 51.15 |
| Wilmington, James, L. | Co-Pilot | 13 | 53.25 |
| | " | 12 | 117.15 |
| | | | 121.10 |

2ND LIEUTENANTS

| | | | |
|-------------------|----------|---|------|
| Appold, Norman G. | Pilot | 1 | 9.15 |
| Garry, Clark N. | Co-Pilot | 1 | 9.15 |
| Hogan, John B. | Bomb. | 1 | 9.15 |
| Odell, Donn C. | Nav. | 1 | 9.15 |

9TH BOMBARDMENT SQUADRON

MAJORS

| | | | |
|-----------------|-------|---|-------|
| Fennell, Max R. | Pilot | 2 | 20.30 |
| Wade, Horace M. | " | 5 | 45.50 |

Captains

| | | | |
|--------------------------|-------|---|-------|
| Blankenhorn, Charles, E. | Pilot | 5 | 52.10 |
| Keenan, James H. | " | 3 | 25.10 |
| Levin, John H. | " | 3 | 45.25 |
| Bogars, Delmar J. | " | 3 | 31.15 |
| Toomey, John M. | " | 3 | 35.00 |
| Long, Paul W. | " | 3 | 46.15 |
| Bolet, John B. | " | 1 | 9.50 |

1ST LIEUTENANTS

| | | | |
|-----------------------|----------|---|-------|
| Anderson, James A. | Co-Pilot | 5 | 45.50 |
| Broadwell, Walter, J. | " | 5 | 37.55 |
| Higle, Elwelllyn, C. | Nav. | 2 | 20.30 |
| Gordin, Walter, J. | Co-Pilot | 2 | 45.25 |
| Hawkins, Willard, A. | Bomb. | 1 | 11.15 |
| Wiles, Fred, W. | Nav. | 1 | 11.15 |
| Hayfield, Gilmer, E. | Co-Pilot | 1 | 11.15 |
| Holcom, William, O. | Pilot | 1 | 11.15 |
| Postello, Arnold, W. | Pilot | 1 | 35.30 |
| Stewart, William S. | Nav. | 1 | 46.15 |
| Summers, Clarence E. | Co-Pilot | 2 | 20.30 |
| Price, Charles T. | Bomb. | 1 | 39.10 |
| Del-Monster, Bruno C. | Pilot | 5 | 49.10 |
| Gossard, Leonard J. | Bomb. | 5 | 49.10 |
| | Co-Pilot | 2 | 16.20 |

HEADQUARTERS
1st Provisional Bombardment Group
U.S. Army, Middle East Air Force

28th August, 1942.

ROSTER OF COMBAT TIME TO INCLUDE 0.1.42
HAL BATTALION

| Army Serial No. | Rating | No. of Missions | No. of Combat Hours |
|-------------------------|------------|-----------------|---------------------|
| MAJORS: | | | |
| 0.23300 | Major | 2 | 20.00 |
| 0.23372 | " | 9 | 22.05 |
| 0.21591 | " | 13 | 111.55 |
| 0.23366 | " | 9 | 68.35 |
| CAPTAINS: | | | |
| 0.103700 | " | 11 | 93.20 |
| 0.126906 | Nav. Bomb. | 11 | 102.15 |
| 0.127176 | Pilot | 7 | 17.40 |
| 0.109905 | Nav. Bomb. | 11 | 111.10 |
| 0.116901 | Pilot | 11 | 117.35 |
| 0.119333 | Nav. Bomb. | 10 | 92.30 |
| 0.391407 | Pilot | 11 | 116.55 |
| 1ST LIEUTENANTS: | | | |
| 0.130565 | Pilot | 13 | 121.25 |
| 0.789090 | Nav. Bomb. | 10 | 99.25 |
| 0.136500 | Pilot | 11 | 111.05 |
| 0.131009 | Co-Pilot | 12 | 123.10 |
| 0.136502 | Co-Pilot | 11 | 127.55 |
| 0.789117 | Nav. Bomb. | 11 | 122.10 |
| 0.789091 | Nav. Bomb. | 11 | 110.10 |
| 0.130999 | Co-Pilot | 13 | 121.25 |
| 0.789107 | Nav. Bomb. | 10 | 97.10 |
| 0.789103 | " | 11 | 115.05 |
| 0.131667 | " | 12 | 103.30 |
| 0.789112 | " | 13 | 115.45 |
| 0.135799 | Co-Pilot | 11 | 102.05 |
| 0.133950 | Nav. Bomb. | 0 | 74.15 |
| 0.135970 | Co-Pilot | 6 | 53.15 |
| 0.136074 | Co-Pilot | 15 | 131.55 |
| 0.131301 | Pilot | 10 | 116.50 |
| 0.130612 | Pilot | 11 | 102.05 |
| 0.131036 | Co-Pilot | 11 | 93.20 |
| 0.135985 | Co-Pilot | 13 | 132.10 |
| 0.135986 | Co-Pilot | 9 | 91.20 |
| 0.135990 | " | 11 | 93.55 |
| 0.131013 | " | 11 | 111.15 |
| 0.789111 | Nav. Bomb. | 11 | 119.50 |

THIS PAGE

H. 2. U.S. A.F. H.Q.
U.S. Operations Lydda
H. 2. 205 Group R.A.F.

SORTIE REPORT
(Part A)

Form 441 A.

| | | | |
|--------------------------------|----------------------------|--|--------------------------|
| Sheet No. | Op. Ref. No. | Date Sept. 9/42 | Squadron 1 P.B.G. |
| Type of Aircraft B.24D. | Aircraft No. 17 | Capt. D.J. Rogers
1st Lt. N.P. Davis
1st Lt. O.L. Kimbell
T. Sgt. M.E. Lindley
Sgt. Henderson
Sgt. W.R. Keen
Sgt. R.E. Monday
Sgt. T. Brown | |
| Aircraft Letter T | Time Up 14:19 | Aerodrome or L.O. Lydda | |
| | Time Down | | |
| | Total Time 23.00.27 | | |

| | |
|---|------------------------|
| Type of Cloud Sml. Cum. until 20 miles South | Map or Chart Reference |
| Amount of Cloud 1/10 cover target | T/1 (2) |
| Base of Cloud 1500 ft. | |
| Visibility Good. clear | |
| General Weather Clear | |

Task or Duty **h.v. Target. 541000. 4 P.M. TO**

| Time | Height | Place | Narrative |
|-------|----------|-------|---|
| 14.27 | 23000 ft | | <p>Large camouflaged building 30.10 N. 26.05 E</p> <p>2nd Element no ship</p> <p>Monitoring seen made in track of 160° 165°</p> <p>Bombardier fired. hit. hit. at approx 14.30</p> <p>Released in track 7.5 ft. altitude 14.30</p> <p>North seen to burst - small area 14.30</p> <p>his results observed as Harlow correct</p> <p>with smoke 1 hour</p> <p>one E/H at same height as above</p> <p>150 ft away</p> <p>MAA Diving 5-6000 ft below 1 then</p> <p>increased altitude as it left area slightly</p> <p>hit on 1st A/c with over the runway 1st Heavy</p> <p>Walling seen in way here</p> <p>Gaga down not working</p> |

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

